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Baltimore. Ordinances, etc.

ORDINANCES AND RESOLUTIONS

OF THE

MAYOR AND CITY COUNCIL

OF BALTIMORE

PASSED AT THE ANNUAL SESSION, 1916-17



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1916/17

ORDINANCES

PASSED AT THE ANNUAL SESSION

1916-1917

No. 148.

An ordinance granting permission to Mrs. Ellen F. Cashell to erect a Third Story Open Porch on the rear of premises 2731 Reservoir Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to Mrs. Ellen F. Cashell to erect a third story open porch on the rear of premises 2731 Reservoir Street, same to be 18' wide 9' projection 7' high. Roof to be covered with tin. To be erected under the supervision of the Inspector of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, that this Ordinance shall take effect from the date of its passage.

Approved May 29, 1916.

JAMES H. PRESTON, *Mayor*.

No. 149.

An ordinance to condemn, open and widen Lawrence Street, between Key Highway and Fort Avenue, in accordance with a Plat thereof filed in the Office of the Commissioners for Opening Streets, on the Twenty-eighth day of March, 1916, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and widen Lawrence Street, between Key Highway and Fort Avenue, said Lawrence Street to be widened from its present width of sixty-six feet (66') to a proposed width varying from ninety-one and thirty-seven one-hundredths feet (91.37') to one hundred and sixty-one and thirty-seven one-hundredths feet (161.37'), the land hereby proposed to be condemned for said opening being described as follows:

Beginning for the same at the corner formed by the intersection of the southwesternmost side of Key Highway, as now opened one hundred and six feet (106') wide, and the northwesternmost side of Lawrence Street, as now opened sixty-six feet (66') wide; co-ordinates of said beginning based upon the system used by the City of Baltimore Topographical Survey Commission being east four thousand one hundred and ninety-five and four hundred and sixty-nine one-thousandths feet (4195.469') and south eight thousand nine hundred and seventy-six and one hundred and eighty-one one-thousandths feet (8976.181'), and running thence binding on the northwesternmost side of Lawrence Street, south twenty-four degrees, fifteen min-

utes, thirty seconds ($24^{\circ} 15' 30''$) west four hundred and twenty-six feet (426') to the north-easternmost side of Fort Avenue, as now opened eighty-two feet six inches ($82' 6''$) wide, thence binding on the northeasternmost side of Fort Avenue north sixty-five degrees, forty-four minutes, thirty seconds ($65^{\circ} 44' 30''$) west twenty-five and thirty-seven one-hundredths feet ($25.37'$) to the northwesternmost outline of the land now or formerly belonging to the Torsch Packing Company; thence binding on said northwesternmost outline, north twenty-four degrees, fifteen minutes, thirty seconds ($24^{\circ} 15' 30''$) east three hundred and fifty-six feet ($356'$); thence by a line curving to the left with a radius of seventy feet ($70'$) the distance of one hundred and nine and ninety-five one-hundredths feet ($109.95'$), the chord of said curve bearing north twenty degrees forty-four minutes, thirty seconds ($20^{\circ} 44' 30''$) west ninety-nine feet ($99'$) to the southwesternmost side of said Key Highway; thence binding on the southwesternmost side of said Key Highway, south sixty-five degrees forty-four minutes, thirty seconds ($65^{\circ} 44' 30''$) east ninety-five and thirty-seven one-hundredths feet ($95.37'$) to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 28th day of March, in the year 1916 and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and widening of said Lawrence Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 29, 1916.

JAMES H. PRESTON, *Mayor.*

No. 150.

An ordinance granting permission to the Canton Lumber Company to remodel the Two Story Frame Shed and Office Building on its property on the South side of Boston Street between Binney Street and Kenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Canton Lumber Company to remodel the two story frame shed and office building on its property on the South side of Boston Street between Binney Street and Kenwood Avenue;

the same to be 22 feet wide, 62 $\frac{2}{3}$ feet long, and 34 feet high; the roof to be of slag; and the building to be heated by steam from the boiler on the plant; and the entire structure to be erected under the supervision of the Inspector of Buildings of Baltimore City in accordance with the building code of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 29th, 1916.

JAMES H. PRESTON, *Mayor.*

No. 151.

An ordinance to repeal and re-ordain, with amendments, ordinance No. 203 of the Mayor and City Council of Baltimore, approved December 19, 1912, entitled "An ordinance authorizing the sale or other disposition of so much of the property acquired under the Act of 1910, Chapter 485, as may not be needed for the purposes of said Act."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that ordinance No. 203, approved December 19, 1912, entitled "An ordinance authorizing the sale or other disposition of so much of the property acquired under the Act of 1910, Chapter 485, as may not be needed for the purposes of said Act," be and the same is hereby repealed and re-ordained, with amendments, so as to read as follows:

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Board of Estimates is hereby authorized to sell, lease

or otherwise dispose of all the lots or portions of lots and improvements thereon, which have been acquired or may hereafter be acquired under the Act of 1910, Chapter 485, for the purposes of said Act, and which are not needed for the improvements contemplated by said Act, in pursuance of Section 13 of the City Charter, as amended by the Act of 1912, Chapter 32, either by public or private sale, as provided in said Section 13; and in the event of any such sale or sales, the Mayor is hereby authorized to execute a deed, on behalf of the City, with the corporate seal affixed, duly attested by the City Register, conveying any lot or lots so sold. The said Board of Estimates are hereby authorized, in making any such disposition, to incorporate reasonable conditions or reservations as to the use of the property, so as to prevent the same from being used for bill-boards or other objectionable purposes.

Approved May 29, 1916.

JAMES H. PRESTON, *Mayor*.

No. 152.

An ordinance granting to Joseph A. Gallagher a permit to construct on the present site of Nos. 2239, 2241 and 2243 East Fayette Street, a one-story building for the purposes of exhibiting moving picture shows, vaudeville and theatrical performances.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That a permit be and the same is hereby granted to Joseph A. Gallagher to erect a one-story building on the present site of Nos. 2239, 2241 and 2243 East Fayette Street for the purposes of exhibiting

moving-picture shows, vaudeville and theatrical performances; said building to be fifty (50') feet front, ninety (90') feet in depth and forty (40') feet in height. The same to be constructed under the supervision of the Inspector of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 31, 1916.

JAMES H. PRESTON, *Mayor.*

No. 153.

An ordinance to condemn and open Westerwald Avenue, from the North side of Thirty-third Street to the South side of Thirty-fourth Street, and from the North side of Thirty-fourth Street to the North side of Thirty-fifth Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the Thirtieth day of December, 1915, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Westerwald Avenue, with a width of sixty-six feet, from the north side of Thirty-third Street to the south side of Thirty-fourth Street, and from the north side of Thirty-fourth Street to the north side of Thirty-fifth Street, said Street as proposed to be opened being described in two parcels, as follows:

Beginning for the first on the north side of Thirty-third Street, at the distance of 1,178.18 feet easterly from the northeast corner of Thirty-third Street and Greenmount Avenue, the co-ordinates of said beginning, according to the system of the Topographical Survey, being 2976.00 feet east, and 11306.44 feet north; and running thence due north, 435.60 feet to the south side of Thirty-fourth Street, thence binding on the south side of Thirty-fourth Street, due east 66 feet, thence due south 435.60 feet to the north side of Thirty-third Street, and thence binding on the north side of Thirty-third Street, due west, 66 feet to the place of beginning.

Beginning for the second on the north side of Thirty-fourth Street, at a point due north 66 feet from the end of the first line of the parcel above described, the co-ordinates of said beginning being 2976.00 feet east, and 11808.04 feet north; and running thence due north 258.41 feet to the north side of Thirty-fifth Street, thence binding on the north side of Thirty-fifth Street, south 82 degrees and 37 minutes east, 66.55 feet, thence due south 249.86 feet to the north side of Thirty-fourth Street, and thence binding on the north side of Thirty-fourth Street, due west 66 feet to the place of beginning.

The courses in the above descriptions are referred to the true meridian.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the Thirtieth

day of December, 1915, and is now on file in said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto; and in accordance with Section 175-A of the Charter, as enacted by the Act of 1914, Chapter 125, and in accordance therewith the Commissioners for Opening Streets are hereby directed to assess upon the property benefited the entire amount of the cost and expenses, including damages awarded for property taken, if any, in the opening hereby directed to be made.

Approved June 8, 1916.

JAMES H. PRESTON. *Mayor.*

No. 154.

An ordinance to authorize the Baltimore and Ohio Railroad Company to construct, maintain and operate the following Three Single Railroad Tracks.

Beginning For the first track at a point in the bed of Stockholm Street, (formerly Ostend Street) at a point in the centre of the turnout track which is constructed from the South or Eastbound Main Track of the Baltimore and Ohio Railroad Company into the property of the United States Asphalt Refining Company, said point of beginning being 21.3 feet North of the South side of Stockholm Street, and 140 feet West of the West side of Eutaw Street, and running from said point of beginning, by a curve to the left in an Easterly direction, with a radius of 478.339 feet, a distance of 95 feet to a point in the bed of Stockholm Street 12 feet North of the South side of Stockholm Street and 45 feet West of the West side of Eutaw Street, and running thence in a straight line Eastwardly along the bed of Stockholm Street parallel to and 12 feet North of the South side thereof, the distance of 740 feet to a connection with the present track of the said Baltimore and Ohio Railroad Company now constructed into the property owned by the Baltimore Pearl Hominy Company.

Beginning For the second track at a point on said track hereinabove first described 45 feet West of the West side of Eutaw Street and running thence Northwesterly by a straight line the distance of 110 feet to a point in the bed of Stockholm Street 12 feet North of the South side of said Street and 155 feet West from the West side of Eutaw Street and running thence from said point by a curve to the left, with a

radins of 200 feet, the distance of 95 feet to the South side of Stockholm Street.

And Beginning For the third track at a point in the second described track 12 feet North of the South line of Stockholm Street and 155 feet West of the West line of Eutaw Street, and running in an Easterly direction on a curve to the right, with a radius of 398.02 feet, a distance of 82 feet to the South line of Stockholm Street (formerly Ostend Street), to a connection with the turnout track as maintained by the Baltimore and Ohio Railroad Company into the property of the United States Asphalt Refining Company, said point of connection being 73 feet West of the West line of Eutaw Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain and operate three single railroad tracks, beginning for the first track at a point in the bed of Stockholm Street, (formerly Ostend Street) at a point in the centre of the turnout track which is constructed from the South or Eastbound Main Track of the Baltimore and Ohio Railroad Company into the property of the United States Asphalt Refining Company, said point of beginning being 21.3 feet North of the South side of Stockholm Street and 140 feet West of the West side of Eutaw Street, and running from said point of beginning, by a curve to the left in an Easterly direction, with a radius of 478.339 feet, a distance of 95 feet to a point in the bed of Stockholm Street 12 feet North of the South side of Stockholm Street and 45 feet West of the West side of

Eutaw Street, and running thence in a straight line Eastwardly along the bed of Stockholm Street parallel to and 12 feet North of the South side thereof, the distance of 740 feet to a connection with the present track of the said Baltimore and Ohio Railroad Company now constructed into the property owned by the Baltimore Pearl Hominy Company.

Beginning for the second track at a point on said track hereinabove first described 45 feet West of the West side of Eutaw Street and running thence Northwesterly by a straight line the distance of 110 feet to a point in the bed of Stockholm Street 12 feet North of the South side of said Street and 155 feet West from the West side of Eutaw Street and running thence from said point by a curve to the left, with a radius of 200 feet, the distance of 95 feet to the South side of Stockholm Street.

And beginning for the third track at a point in the second described track 12 feet North of the South line of Stockholm Street and 155 feet West of the West line of Eutaw Street, and running in an Easterly direction on a curve to the right, with a radius of 398.02 feet, a distance of 82 feet to the South side of Stockholm Street (formerly Ostend Street), to a connection with the turnout track as maintained by the Baltimore and Ohio Railroad Company into the property of the United States Asphalt Refining Company, said point of connection being 73 feet West of the West line of Eutaw Street.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted,

and that the said right shall be exercised and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," Sub-Title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right in said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,*
That the right and duty are hereby expressly

reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises or rights are hereby granted, said franchise or right shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down from time to time, its said railway tracks on said street, adjust its said tracks to the grade of such street, as the same is now or may hereafter be established by law, and shall at its own expense keep the space between the said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portions of said street on either side of said tracks, and shall pay to the City if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by law, the cost of paving or repaving the space between said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore, within ten days

after the passage of this Ordinance, all expense of advertising, and the sum of Eleven hundred and twenty-two dollars (\$1122.00) and a like sum of Eleven hundred and twenty-two dollars (\$1122.00) annually thereafter.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the tracks of the Baltimore and Ohio Railroad Company shall be removed, or if the tracks hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the track hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall designate. The grantee hereunder shall, from time to time, change the location of the tracks hereby authorized to be con-

structed, whenever in the judgment of the Highways Engineer the public convenience requires it, and he shall issue a written order therefore, approved by the Board of Estimates.

SECTION 9. *And be it further ordained,* That nothing contained in this grant shall be so construed as to allow the grantee, or its assigns, to stand any car or cars on the track hereby authorized to be constructed.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 12, 1916.

JAMES H. PRESTON, *Mayor*.

No. 155.

An ordinance authorizing the sale of certain land and improvements acquired for the purposes of the Water Supply and no longer needed for public purposes.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Water Board of Baltimore City, with the approval of the Board of Estimates, be, and they are hereby authorized to make sale, by public auction or private sale, in accordance with Section 13 of the Charter, of any land or improvements thereon which may have been acquired in connection with the Lake Roland water supply or the Gunpowder water supply, and which, in the judgment of said Water Board, approved by said Board of Estimates, may be no longer needed in connection with the City's water supply.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved June 13, 1916.

JAMES H. PRESTON, *Mayor*.

No. 156.

An ordinance to appoint Two (2) Constables for each of the Twenty-four (24) Wards of the City of Baltimore, to serve for the balance of the Term of Two (2) years, beginning on the Fourth Monday in March, 1916, and ending on the Fourth Monday in March, 1918, and to prescribe their several and respective duties and compensation.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the persons hereinafter named be and they are hereby appointed Constables for the balance of the term of two (2) years, beginning on the fourth Monday in March, 1916, and ending on the fourth Monday in March, 1918.

First Ward—Charles F. Petty, 819 Grove Street; Edward Murphy, 825 South Potomac Street.

Second Ward—John Bohl, 120 South Wolfe Street; James Hutton, 256 South Chapel Street.

Third Ward—Isaac B. Weinberg, 612 South Bond Street; Frederick Castrelli, 237 South Bond Street.

Fourth Ward—James B. Loane, 241 Harrison Street; Adolph G. Weinreich, 650 West Baltimore Street.

Fifth Ward—Simon Buckner, 243 North High Street; Samuel Raitzyk, 1209 East Monument Street.

Sixth Ward—James W. Lewis, 19 North Luzerne Street; Louis H. Gerding, 118 North Montford Avenue.

Seventh Ward—Frank Armiger, 517 North Collington Avenue; Harry White, 1007 McDonough Street.

Eighth Ward—Joseph W. Connolly, 2315 East Biddle Street; Thomas M. Carroll, 1612 East Preston Street.

Ninth Ward—John T. Gaffey, 1335 Aisquith Street; Edward F. Meehan, 1628 North Caroline Street.

Tenth Ward—Matthew B. Mulligan, 1027 Valley Street; Thomas P. Geren, 1223 Valley Street.

Eleventh Ward—B. F. Meyers, 1219 Madison Avenue; Robert M. Dalrymple, 603 North Eutaw Street.

Twelfth Ward—Hugh Doyle, 2228 Oak Street; William Dorsey, 2037 North Calvert Street.

Thirteenth Ward—William A. Mulcahy, 237 Benson Street; John Brannan, 3642 Falls Road.

Fourteenth Ward—J. Carroll Sullivan, 144 Mosher Street; Joseph D. Hoffman, 1627 Eutaw Street.

Fifteenth Ward—E. Oliver Rhodes, 3600 Fairview Avenue; Raymond McCann, 1647 North Monroe Street.

Sixteenth Ward—Charles H. Williams, 1804 West Lafayette Avenue; W. P. Sharretts, 1029 North Fulton Avenue.

Seventeenth Ward—William W. Johnson, 1139 Myrtle Avenue; Maurice J. McNally, 1126 Myrtle Avenue.

Eighteenth Ward—Harry E. Hardey, 509 North Carey Street; John Doyle, Jr., 5 South Schroeder Street.

Nineteenth Ward—Lawrence J. Rogan, 1842 Wilkens Avenue; Owen F. Doyle, 1541 Ramsay Street.

Twentieth Ward—Joseph M. Kerr, 1911 West Baltimore Street; William P. Ford, 2012 West Saratoga Street.

Twenty-first Ward—Lewis B. Brooks, 1459 Columbia Avenue; Joseph W. O'Connell, 1159 Hamburg Street.

Twenty-second Ward—H. G. Walters, 103 West Lee Street; Henry F. Broening, 109 West Lee Street.

Twenty-third Ward—Robert B. Stansbury, 1238 South Charles Street; Herbert L. Hewson, 1212 South Charles Street.

Twenty-fourth Ward—Ferdinand Kessler, 1248 Battery Avenue; John A. Dowling, 1435 Henry Street.

SECTION 2. *And be it further ordained,* That the duties and compensation of said constables, respectively, shall be as follows:

James W. Lewis shall be chief constable and shall perform the duties hereinbelow specified, in addition to any other duties imposed upon him as constable by law or ordinance, and shall receive an annual salary of \$1,800.

The following seven constables, viz.: James B. Loane, Frank Arniger, Matthew B. Mulligan, Hugh Doyle, J. Carroll Sullivan, Harry E. Hardey, Joseph M. Kerr, in addition to any other duties imposed upon them by law or ordinance, shall perform the duties hereinbelow

specified and shall receive an annual salary of \$1,200 each.

The following sixteen constables, viz.: Charles F. Petty, John Bohl, Isaac B. Weinberg, Simon Buckner, Joseph W. Connolly, John T. Gaffey, B. F. Meyers, William A. Mulcahy, E. Oliver Rhodes, Charles H. Williams, William W. Johnson, Lawrence J. Rogan, Lewis B. Brooks, H. G. Walters, Robert B. Stansbury, Ferdinand Kessler, in addition to any other duties imposed upon them by law or ordinance, shall perform the duties hereinbelow specified, and shall receive an annual salary of \$1,000 each.

All of said salaries to be paid by the Mayor and City Council of Baltimore in semi-monthly instalments.

Said salaries hereinabove provided shall be in lieu of all other compensation, by fees or otherwise, for the performance of any and all duties resting upon said chief constable and said twenty-three other constables hereinabove in this section named, whether imposed by this ordinance or by any other law or ordinance. All fees and costs which may be collected by any one of said twenty-three constables shall be by him immediately accounted for and paid over to said chief constable to be by him accounted for and paid over to the City Register, as hereinbelow provided.

The duties of said chief constable and said twenty-three constables hereinabove in this section named shall be as follows:

(a) Said chief constable shall, under the supervision of the five Justices of the peace of the People's Court, have the custody of all the

dockets, records and papers of the said Justices, and it shall be his duty to see that they are safely and properly kept and preserved; and, upon his removal from office or the termination of his term of office, shall deliver all of said dockets, records and papers to his successor. He shall receive, collect and account for, as hereinafter provided, all fees and costs payable by law to Justices of the peace and constables in Baltimore City, except fees for affidavits and acknowledgments taken by Justices of the peace other than those of the People's Court and except costs, fines and forfeitures payable in criminal cases to the Justices of the peace assigned to sit at the various police station houses in said city; said chief constable shall moreover supervise the performance of their duties by the remaining constables hereinabove in this section named; said chief constable shall file with the City Register of the City of Baltimore, on the first day of each calendar month in each and every year, an account, verified by his oath or affirmation, of all fees and costs collected by him as aforesaid during the preceding month, which said accounts shall show the titling, nature and disposition of the various cases and proceedings from out of which the said fees and costs arose; and said chief constable, at the time of filing said accounts, shall pay over to the City Register the amount of said fees and costs received, to be accounted for by said Register as other moneys of the said city are accounted for; said chief constable, before entering upon the duties of his office, shall give to the Mayor and City Council of Baltimore a good and sufficient bond, with a surety or sureties to be approved by the Mayor, in the penalty of twenty-five thousand dollars (\$25,-

000), with conditions that he will truly and faithfully discharge, execute and perform all and singular the duties and obligations of the office of constable and chief constable, and that he will account for and pay over to the Register of the City of Baltimore all fees and costs which he may receive or collect, and that he will faithfully and truly account for and pay over to the person or corporation entitled to receive the same all moneys belonging to such person or corporation which may come into his hands as such constable or chief constable.

(b) Two of said constables receiving the annual salary of twelve hundred dollars (\$1,200) each shall act as assistants to said chief constable in the performance of the duties aforesaid. Each of them, before entering upon the duties of his office, shall give to the Mayor and City Council of Baltimore a good and sufficient bond, with a surety or sureties approved by the Mayor, in the penalty of ten thousand dollars (\$10,000), conditioned upon the faithful performance of his duties hereunder.

(c) Five of said constables receiving the annual salary of twelve hundred dollars (\$1,200) each shall act as clerks to the respective five Justices of the peace of the People's Court, shall keep the dockets of said Justices, and, subject to the supervision and direction of the respective Justices, shall prepare all writs and other papers pertaining to the cases instituted before, or to be tried before, said Justices. In the event of the absence of any of said constables from attendance upon the said Justices of the peace the chief constable shall designate one of the said two assistant constables to perform the duties of said constables so absent.

(d) Five of the remaining sixteen of said constables hereinabove in this section named shall be designated by the chief constable as bailiffs to the said Justices of the peace of the People's Court, and one of them shall be in constant attendance during the sittings of each of said Justices of the peace, and shall also perform the duties of a bailiff. In the event of the absence of any of said constables designated to act as bailiffs aforesaid, the chief constable shall designate one of the remaining constables to act for the one so absent.

(e) The remaining eleven of said constables hereinabove in this section named shall, under the instructions and subject to the supervision of said chief constable, serve the process of the said Justices of the peace of the People's Court; but any writ or other process issued by any Justice of the peace of the People's Court may be served by said chief constable or by any one of the other twenty-three constables hereinabove in this section named, and it shall be the duty of any one of said twenty-three constables to serve any writ or process issuing from a Justice of the peace of the People's Court when directed to do so by the chief constable.

The remaining twenty-four constables hereinabove, in Section 1, named shall be conservators of the peace and may perform such duties appertaining to the office of constable as may be prescribed by law, but shall not be required to perform any service or duty for the Justices of the People's Court. They shall each receive an annual salary of twenty dollars (\$20), payable by the Mayor and City Council of Baltimore upon their qualifying and giving the bond hereinbelow prescribed, in lieu of all other compen-

sation by fees or otherwise; and they shall account for and pay over to the chief constable hereinabove named any and all fees and costs or other compensation which they may receive for any services which they may perform as constables, the same to be accounted for and paid over to the City Register by said chief constable as hereinabove provided. Each of said twenty-four constables shall, at the time of qualifying, give bond to the Mayor and City Council of Baltimore in a penalty of one thousand dollars (\$1,000), with a surety or sureties to be approved by the Mayor, conditioned that he will account for and pay over to the chief constable hereinabove named all fees and costs or other compensation which he may collect or receive for any services rendered by him as constable.

SECTION 3. *And be it further ordained,* That the bonds hereinabove required to be given to the Mayor and City Council of Baltimore shall be in addition to, and not in substitution for, the bond required to be given by constables under Section 2 of Article 20 of Bagby's Code.

SECTION 4. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 21, 1916.

JAMES H. PRESTON, *Mayor.*

No. 157.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric Railway tracks with the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, and to operate and maintain an electric railway over the new Bridge (known as the Hanover Street Bridge) and its approaches now being erected connecting Baltimore City with Baltimore County and with Anne Arundel County, by the following route: from a point in Baltimore City at the intersection of Marshall Street (known also as Light Street) and Cromwell Street, and connecting with the existing tracks of the United Railways and Electric Company of Baltimore at that point, thence running westerly along the center of Cromwell Street to its intersection with Hanover Street, with the right to connect with the double tracks of the United Railways and Electric Company of Baltimore now on Charles Street; thence running southerly to and upon the Hanover Street Bridge and its approaches now being erected across the Middle Branch of the Patapsco River by the State Roads Commission; thence running on and in the centre of said Hanover Street Bridge to its southern end in Baltimore County; thence running still southerly on and in the centre of the Highway now being built by said State Roads Commission across a point of Land in Baltimore County; thence still southerly upon said Highway across the Patapsco River upon the filled in Land and the two Bridges now being built, to the intersection of said Highway with First Street, Brooklyn, Anne Arundel County, there to connect with the existing Double Tracks of the United Railways and Electric Company of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks with all the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, on,

along and over the new bridge (known as the Hanover Street Bridge) and its approaches, now being erected connecting Baltimore City with Baltimore County and with Anne Arundel County by the following route: From a point in Baltimore City at the intersection of Marshall Street (known also as Light Street) and Cromwell Street, and connecting with the existing tracks of The United Railways and Electric Company of Baltimore at that point; thence running westerly along the centre of Cromwell Street to its intersection with Hanover Street, with the right to connect with the double tracks of The United Railways and Electric Company of Baltimore now on Charles Street, thence running southerly to and upon the Hanover Street bridge and its approaches now being erected across the Middle Branch of the Patapsco River by the State Roads Commission; thence running on and in the centre of said Hanover Street Bridge to its southern end in Baltimore County; thence running still southerly on and in the centre of the highway now being built by said State Roads Commission across a point of Land in Baltimore County; thence still southerly upon said highway across the Patapsco River upon the filled in land and the two bridges now being built to the intersection of said highway with First Street, Brooklyn, in Anne Arundel County, there to connect with the existing double tracks of The United Railways and Electric Company of Baltimore, and to run on the aforesaid tracks cars to be propelled by electricity supplied by overhead wires or by the storage system or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained* that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer and the rails, and renewals thereof from time to time where laid on any of said streets, highways or bridges, shall be of the most improved pattern of girder rails and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, highways or bridges or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said streets, highways or bridges.

SECTION 3. *And be it further ordained* that The United Railways and Electric Company of Baltimore, its successors and assigns, shall, at its own expense in laying down or in relaying down from time to time its said railway tracks on said streets, highways or bridges, adjust its said tracks to the grades of said streets, highways or bridges as the same are now or may hereafter be established by law, and shall, at its own expense, keep the space within each of said tracks and for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction but without obstructing the other portions of said streets, highways or bridges on either side of said tracks, and shall pay to the City if and so often as said streets, highways or bridges or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law,

the cost of paving or repaving the spaces between the said tracks and extending for two feet on either side thereof, of whatever material the same may be constructed; with the exception, however, of the cost of any temporary paving and thereafter of the first permanent paving of such streets, highways or bridges which are being built, changed, regraded or paved by The State Roads Commission in connection with its work of building the Hanover Street Bridge and its approaches. Provided, however, that this exception shall not apply to that portion of the franchise hereby granted between Cromwell and Light Streets and Cromwell and Hanover Streets, whether the said portion be paved by the State Roads Commission or not.

SECTION 4. *And be it further ordained*, that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the franchises and rights herein granted and that said franchises and rights shall be executed and enjoyed within six months after the grant as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that said franchises and rights herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee at a fair revaluation including in such revaluation the value derived from said franchises and rights, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said franchises and rights herein granted, there shall be a fair valuation of the

plant and property of said grantee to be constructed by virtue of this Ordinance, which shall be and become the property of the City of Baltimore at its election, on its paying said grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the rights or franchises by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said grantee, its representatives or assigns; who, in case they shall be unable to agree between themselves shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation or valuation aforesaid; provided, that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grant and not inconsistent with the terms thereof, and in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become wholly null and void.

SECTION 6. *And be it further ordained,* that non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an Ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *Be it further ordained* that the compensation to be paid by The United Railways and Electric Company of Baltimore unto the Mayor and City Council of Baltimore, for the franchises and rights hereby granted, from Light and Cromwell Streets to the northern end of the Hanover Street bridge, which, for the purpose of this ordinance shall be considered located at the intersection of Cromwell and Hanover Streets, shall be Twelve hundred and ten dollars (\$1,210.00) and all expenses of advertising, the said sum of Twelve hundred and ten dollars (\$1,210.00) to be payable on or before the beginning of work for the exercise of the franchise hereby granted, and at all events within six months from the date of the approval of this ordinance; and the compensation to be paid for the franchise for the remainder of the distance, viz., from the intersection of Cromwell and Hanover Streets to the end of the entire bridge on the Anne Arundel County shore, shall be twenty cents (\$0.20) per car for each passenger car passing over said bridge, each time, going from Baltimore and the same charge for each passenger car passing over said bridge, each time, coming toward Baltimore, having a seating capacity of forty pas-

sengers; and for each car having a seating capacity of more or less than forty (40) passengers an amount bearing the same proportion to the seating capacity. For freight or express cars, or combination passenger and express cars, the compensation to be paid shall be twenty cents (\$0.20) per car passing over said bridge, each time, from Baltimore, and the same amount for each car passing over said bridge, each time, toward Baltimore, for cars not exceeding thirty feet in length; and for longer cars in the same proportion. Provided that no payment shall be made for the material cars of The United Railways and Electric Company hauling its own material and carrying no freight or goods for hire. The said payments to be made quarterly on or before the fifteenth day of the month following the end of each quarter, and to be made to the Comptroller of Baltimore City, and to be used for the general expenses of the Mayor and City Council of Baltimore. The word "Bridge," as used in this ordinance is intended to include the entire structure and highway from Hanover and Cromwell Streets to the end of the bridge on the Anne Arundel County shore.

Approved June 21, 1916.

JAMES H. PRESTON, *Mayor*.

No. 158.

An ordinance to repeal Section 3 of Article 31. of the Baltimore City Code, Title "Sabbath" and reordain same with Amendments.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That Section 3*

of Article 31 of the Baltimore City Code, title "Sabbath" be and the same is hereby repealed and reordained so as to read as follows:

SECTION 3. (a) Every person who shall fish or hunt or who shall play ball or any other game whatsoever on the Sabbath Day, commonly called Sunday, within the limits of Baltimore City, except as hereinafter authorized, shall for each offense pay a fine of one dollar; and every ordinary or public garden keeper who shall suffer or allow in or upon his premises any kind of gaming or sport on the Sabbath Day, shall, for every individual so permitted to offend, pay ten dollars.

(b) Nothing in this ordinance, however, shall be construed as prohibiting or penalizing the playing in the public parks, private parks and on open lots under permits from the Mayor and the owner of such open lots on Sunday of the games of amateur baseball, golf, lawn tennis, croquet, basket-ball, foot-ball, lacrosse, quoits, soccer, and field and track exercises:—provided any of the games enumerated in this paragraph (b) are played on Sunday within the hours of 2 P. M. and 8 P. M.; and provided, further, that such games are played without prizes, reward or compensation to the participants therein, and without any direct or indirect charge to the spectators who may witness the game, and without any voluntary donations from said spectators, and without issuance to any person, at a price, of cards purporting to be membership cards in any club or other organization, said cards being used for admission purposes to any such game; and provided further that no such game shall be played at any place within the

limits of Baltimore City except within the public parks, private parks and on open lots, under permits from the Mayor and the owner of such open lots, and subject to such reasonable regulation as to the places in the public parks where such games may be played as may be adopted by the Board of Park Commissioners of Baltimore City.

In the event a person violates any of the aforesaid provisions of this paragraph ("b"), he shall be deemed guilty of a misdemeanor, and for each and every offense thereof, he shall be subject to a fine of from five to five hundred dollars the said fine to be collected as other fines are.

SECTION 2. *And be it further ordained,* That before this ordinance shall become effective it shall first be submitted to the voters of Baltimore City for their approval or disapproval at the general election to be held in November, 1916; and that a copy of this ordinance and the notice of the time and circumstances of holding said election shall be published in at least four of the daily newspapers published in the City of Baltimore twice a week for two weeks prior to said election.

Approved June 24, 1916.

JAMES H. PRESTON, *Mayor.*

No. 159.

An ordinance granting permission to the Union Protestant Infirmary of Baltimore City to establish, erect, conduct and operate a General Hospital on the lot of ground and premises at the Northeast Corner of 33rd Street and Calvert Street as recently opened by the Commissioners for Opening Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission

is hereby granted to the Union Protestant Infirmary of Baltimore City, a body corporate of the State of Maryland to establish, erect, conduct and operate a General Hospital on the lot of ground and premises in the City of Baltimore described as follows: beginning for the same at the Northeast Corner of 33rd Street and Calvert Street as recently opened by the Commissioners for Opening Streets and running thence easterly on the north side of 33rd Street three hundred and twenty-eight feet to the west side of Guilford Avenue there to be located, thence northerly parallel with Calvert Street and binding on the west side of said Guilford Avenue two hundred and ninety feet three inches to the south side of 34th Street there to be located, thence westerly parallel with 33rd Street and binding on the south side of 34th Street three hundred and twenty-eight feet to the east side of Calvert Street recently opened as aforesaid, and thence southerly on the east side of said Calvert Street to the place of beginning.

SECTION 2. *And be it further ordained,* that this Ordinance shall take effect from the date of its passage.

Approved June 27, 1916.

JOHN HUBERT, *Mayor Ex Officio.*

No. 160.

An ordinance granting permission to Drs. H. N. Sisco and P. S. B. Sisco to establish, conduct and operate a hospital and sanatorium for the purpose of receiving and treating patients suffering from various diseases, on the premises known as 58 West Biddle Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission

is hereby granted to Drs. H. N. Sisco and P. S. B. Sisco, to establish, conduct and operate a hospital and sanatorium on the premises known as 58 West Biddle Street, for the purpose of receiving and treating medical, surgical, obstetrical and nervous cases.

SECTION 2. *And be it further ordained,* That no insane person or persons who has an infectious or contagious disease shall be received or treated at said hospital and sanatorium.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 29, 1916.

JAMES H. PRESTON, *Mayor.*

No. 161.

An ordinance granting permission to the Coastwise Shipbuilding Company, a body corporate, to erect and maintain Two Frame Sheds on the premises Foot of Andre Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Coastwise Shipbuilding Company, a body corporate, to erect and maintain two frame sheds on the premises foot of Andre Street; said sheds to be of wood construction on wooden posts and to have slag roofs, one shed to be one hundred and twenty feet long and forty feet wide, one shed to be forty-eight feet long and forty-eight feet wide. The said frame sheds to be erected under the supervision of the Inspector of Buildings of

Baltimore City and to be used in the process of shipbuilding.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved June 29, 1916.

JAMES H. PRESTON, *Mayor*.

No. 162.

An ordinance granting the vestry and wardens of the, Church of the Holy Cross permission to erect a frame addition to the church on the east side of Millington Lane, between Frederick Avenue and Wilkens Avenue, to be used as a parish hall and for other church purposes.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and hereby is granted to the vestry and wardens of the Church of the Holy Cross to erect a frame addition to said church located on the east side of Millington Lane, between Frederick Avenue and Wilkens Avenue, said frame addition to be 30 by 70 feet and one story high, and to be erected in conformity with the requirements of the existing Laws of Baltimore City and under the supervision of the Inspector of Buildings; said frame addition to be used as a parish hall and for other church purposes.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 29, 1916.

JAMES H. PRESTON, *Mayor*.

No. 163.

An ordinance granting permission to Mr. Joseph Streb, to erect a one story Frame Bath Room in rear of #18 S. Collington Ave., Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Mr. Joseph Streb to erect a frame bath room on 2nd floor in rear of #18 S. Collington Ave., same to extend over rear wall, 5'-0"x9'-0". Roof and sides to be covered with metal. This work to be done under the supervision of the Inspector of Buildings of Baltimore City, in accordance with the Building Code of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 29, 1916.

JAMES H. PRESTON, *Mayor*.

No. 164.

An ordinance naming the Managers on the Part of the Mayor and City Council of Baltimore in the Board of Managers of the House of Reformation and Instruction for Colored Children.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Thomas J. Shryock and Harry S. Cummings, be and they are hereby appointed on the part of the Mayor and City Council of Baltimore, as Managers in the Board of Managers of the House of Reformation and Instruction for Colored Children.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 29, 1916.

JAMES H. PRESTON, *Mayor.*

No. 165.

An ordinance to Condemn, Open and Widen Pennsylvania Avenue, from Fulton Avenue to a point 586.93 feet Northwest thereof, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the Fourteenth day of April, 1916, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open and widen Pennsylvania avenue, from its present width of 66 feet to a proposed width varying between 95 feet and about 212.60 feet, from Fulton avenue to a point 586.93 feet northwest thereof, the land hereby directed to be condemned for said widening being described as follows:

Beginning for the same at the intersection formed by the northeasternmost side of Pennsylvania avenue, as now opened 66 feet wide and the northwesternmost side of Fulton avenue, as now laid out, and running thence, binding on the said northeasternmost side of Pennsylvania avenue, north $42^{\circ} 56' 46''$ west 586.93 feet to the line of the southeasternmost end of Pennsylvania avenue, as in process of condemnation according to Ordinance No. 223, ap-

proved February 18, 1913; thence, binding on said line, south $47^{\circ} 39' 00''$ west 95 feet to meet a line drawn parallel to and distant 95 feet southwesterly, measured at right angles from the said northeasternmost side of Pennsylvania avenue; thence, reversing said line so drawn and binding thereon, south $42^{\circ} 56' 46''$ east 467.16 feet, to meet the line of the westernmost side produced in a straight line northerly of that portion of Fulton avenue southerly from the bend therein west of Pennsylvania avenue; thence, reversing said line so drawn and binding thereon, south $2^{\circ} 44' 00''$ east 180.31 feet to the line of the northwesternmost side of Fulton avenue as heretofore condemned 100 feet wide; thence, binding on said line, north $39^{\circ} 47' 56''$ east 146.52 feet to the southwesternmost side of said Pennsylvania avenue as now opened 66 feet wide; thence north $48^{\circ} 25' 21''$ east 66.02 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fourteenth day of April, 1916, and is now on file in said Office.

Said street, however, to be condemned subject to the right of the owners of property on the west side of Pennsylvania avenue to maintain their present buildings in their present location until such time as the said owners, respectively, may rebuild or repair, or improve to an amount equal to one-third of the present value of their present respective buildings; upon such rebuilding or repairing to the extent above men-

tioned such buildings shall be set back to the new building line as established by this ordinance.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and widening of said Pennsylvania avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 30, 1916.

JAMES H. PRESTON, *Mayor.*

No. 166.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to Construct, Maintain and Operate Double Electric Railway Tracks with the necessary Curves, Poles, Overhead Trolley Wires, Feed Wires and Overhead Construction and Appurtenances, and to Operate and Maintain an Electric Railway on, Along and over Liberty Heights Avenue, from Reisterstown Road to Berwyn Avenue, with the right to make connections with the Existing Tracks of the United Railways and Electric Company of Baltimore at Reisterstown Road, Garrison Avenue and Berwyn Avenue, by all necessary Curves, Switches and appurtenances.

SECTION 1. *Be it ordained by the Mayor*

and City Council of Baltimore that The United Railways and Electric Compay of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks with all the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, on, along and over Liberty Heights avenue, from Reisterstown Road to Berwyn avenue, with the right to make connections with the existing tracks of The United Railways and Electric Company of Baltimore at Reisterstown Road, Garrison avenue and Berwyn avenue, by all necessary curves, switches and appurtenances, and to run on the aforesaid tracks cars to be propelled by electricity supplied by overhead wires or by the storage system or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained,* that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof from time to time, where laid on any of said streets, highways or bridges, shall be of the most improved pattern of girder rails, where the track area is paved, and of the most improved pattern of "T" rail where the track area is unpaved, and of a similar gauge to tracks now in use in said city, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, highways or bridges or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing

upon and along said streets, highways or bridges; provided, however, that said "T" rails shall be removed whenever so required by the Highways Engineer, with the approval of the Board of Estimates, and girder rails of the most improved pattern substituted therefor. Upon the substitution of girder rails for "T" rails, the grantee hereunder shall pay to the City the cost and expense of paving the spaces between the tracks, for which girder rails are substituted, with such material as said Highways Engineer may direct, and also, from time to time, the cost of paving or repaving the same.

SECTION 3. *And be it further ordained* that The United Railways and Electric Company of Baltimore, its successors and assigns, shall, at its own expense in laying down or in relaying down from time to time its said railway tracks on said streets, highways or bridges, adjust its said tracks to the grades of said streets, highways or bridges as the same are now or may hereafter be established by law, and shall, at its own expense, keep the space within each of said tracks and for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction but without obstructing the other portions of said streets, highways or bridges on either side of said tracks, and shall pay to the City, if and so often as said streets, highways or bridges or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the spaces between the said tracks and extending for two feet on either

side thereof, of whatever material the same may be constructed.

SECTION 4. *And be it further ordained,* that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the franchises and rights herein granted and that said franchises and rights shall be executed and enjoyed within six months after the grant as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that said franchises and rights herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee at a fair revaluation, including in such revaluation the value derived from said franchises and rights, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said franchises and rights herein granted, there shall be a fair valuation of the plant and property of said grantee to be constructed by virtue of this Ordinance, which shall be and become the property of the City of Baltimore at its election, on its paying said grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the rights or franchises by this Ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves shall ap-

point a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation or valuation aforesaid; provided, that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grant and not inconsistent with the terms thereof, and in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become wholly null and void.

SECTION 6. *And be it further ordained,* that non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an Ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* that the compensation to be paid by The United Railways and Electric Company of Baltimore unto the Mayor and City Council of Baltimore, for the franchises and rights hereby granted,

shall be the sum of One thousand dollars (\$1000.00) and all expenses of advertising, and a like sum of One thousand dollars (\$1000.00) annually during the term of the grant hereby made. The first payment of One thousand dollars (\$1000.00) to be made at or before the time of beginning the construction of the tracks under the franchise hereby granted, but in all events within six months from the date of the approval of this ordinance.

SECTION 8. *And be it further ordained,* That the franchise hereby granted is granted upon this express condition, that no passenger on any car passing over the tracks, or any part thereof, hereby authorized to be constructed, shall be carried beyond the western city limits for a single five-cent fare, and no passenger shall be taken upon any such car beyond the western city limits except under an additional charge above a single five-cent fare; the intent of this provision being that the five-cent fare on all the cars operated over the tracks hereby authorized shall stop at the western city limits.

Approved July 5, 1916.

JAMES H. PRESTON, *Mayor.*

No. 167.

An ordinance regulating the manner and places in which "The Star Spangled Banner" may be played, sung or rendered.

WHEREAS, "The Star Spangled Banner" is universally recognized as the National Anthem of our country and has been adopted as such by

both the War and Navy Departments of our Government, and by reason of the fact that the City of Baltimore was the place of its composition, it is fitting that Baltimore should take suitable action to maintain its character as the National Anthem; and

WHEREAS, the indiscriminate rendition of "The Star Spangled Banner," or parts thereof in connection with other compositions tends to lower the esteem and reverence in which the National Anthem should be held by the people of our Nation, and to prevent its desecration;

Now, Therefore—

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that "The Star Spangled Banner" shall not be played, sung or rendered in the City of Baltimore in any public place, or at any public entertainment, or in any theatre or moving picture hall, restaurant or cafe, except as an entire and separate composition or number, without embellishments of national or other melodies, nor shall "The Star Spangled Banner" or any part thereof or selection from the same be played as a part or selection of a medley of any kind, nor shall "The Star Spangled Banner" be played at or in any of the places mentioned for dancing or as an exit march; and whenever and wherever practicable, the musicians, performers or other persons shall stand while playing, singing or rendering "The Star Spangled Banner." Any person violating the provisions of this Section shall be guilty of a misdemeanor, and upon conviction thereof before a Court of competent jurisdiction of this State shall be fined not more than one hundred dollars.

SECTION 2. *And be it further ordained,* no owner, proprietor or manager of any theatre, moving picture hall, or restaurant, cafe or other place in the City of Baltimore where the public gathers shall permit or allow anyone playing, singing or performing therein to play, sing or render "The Star Spangled Banner" in violation of the provisions of the foregoing section, and in the event of any such permission or allowance such owner, proprietor or manager upon conviction thereof as aforesaid shall be subject to the penalties imposed by the foregoing Section.

SECTION 3. *And be it further ordained,* the City Librarian is hereby authorized and directed to have copies of this ordinance printed and distributed to all the theatres, moving picture halls, restaurants and cafes and to the offices of all musical unions or branches thereor in the City of Baltimore at least ten days before this ordinance shall go into effect, the expenses thereof to be paid out of the funds of the City Librarian not otherwise appropriated.

SECTION 4. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved July 7, 1916.

JAMES H. PRESTON, *Mayor.*

No. 168.

An ordinance authorizing the transfer of the Quarantine Station and property of the Mayor and City Council of Baltimore to the United States of America, and providing for the performance by the latter of all Quarantine duties heretofore performed by the said Mayor and City Council of Baltimore, and authorizing the execution of such agreement and deeds as may be necessary for the purpose.

SECTION 1. *Be it ordained by the Mayor*

and City Council of Baltimore, that the Mayor of Baltimore be and he is hereby authorized, with the approval of the Board of Estimates of the City of Baltimore and the Commissioners of Finance of the City of Baltimore, as required by Section 13 of the Charter, to enter into a contract for the sale to the United States of America of the property described in a deed from Richard O. Crisp and Wife to the Mayor and City Council of Baltimore, dated November 7, 1859, being the property now used by the Mayor and City Council of Baltimore for its quarantine station, together with all of the improvements, equipment and personal property of every kind, now used by the City of Baltimore in connection with said Quarantine Station, or so much thereof as the United States of America may desire to purchase, upon such terms as may be fixed by agreement between the Board of Estimates of the City of Baltimore and the proper officers of the United States of America or by arbitration. In the event of arbitration, the arbitrator on the part of the City shall be appointed by the Mayor. The Mayor of Baltimore is hereby authorized to execute, in the name of the Mayor and City Council of Baltimore, and to cause the corporate seal of said City of Baltimore to be affixed to, all such agreements or conveyances as may be necessary to carry out the purpose of Transferring said property, and all quarantine functions and duties at the Port of Baltimore, from the Mayor and City Council of Baltimore to the United States of America. And the Mayor of Baltimore is authorized to include in any such agreement as may be made provision for the treatment by the quarantine authorities of the United States of America at said Quar-

tine Station, for the said Mayor and City Council of Baltimore, of all cases of smallpox and all other maritime quarantinable diseases which may at any time occur in said City as well as such other conditions in the said agreement as may be deemed advisable.

Approved July 7, 1916.

JAMES H. PRESTON, *Mayor*.

No. 169.

An ordinance to condemn and close several portions of Gwynns Falls Parkway, as now in process of opening, between the Western Maryland Railroad and Liberty Heights Avenue, and between Allendale Street and Clifton Avenue, in accordance with Plats thereof filed in the office of the Commissioners for Opening Streets on the 12th day of February, 1916, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close several portions of Gwynn's Falls Parkway, as now in process of opening, between the Western Maryland Railroad and Liberty Heights Avenue, and between Allendale Street and Clifton Avenue, the land hereby proposed to be condemned and closed being particularly shown on plats on file in the office of the Commissioners for Opening Streets prepared by the Chief Engineer of the Topographical Survey Commission and dated January 25th, 1916, and numbered 59-A-1789 and 59-A-1787, respectively; the land hereby directed to be condemned for said closing being described as follows:

Beginning for the parcel shown on plat 59-A-1789 on the southwesternmost side of Reisters-town Road, 95 feet wide, where it is intersected by the southernmost side of Gwynn's Falls Parkway, as in process of condemnation and opening, under Ordinance No. 678, approved April 25, 1911; co-ordinates of said beginning based upon the system used by the City of Baltimore Topographical Survey Commission, being west 10377.40 feet and north 7476.49 feet; and running thence binding on the southernmost side of said Gwynn's Falls Parkway the six following courses and distances: by a line curving to the right with a radius of 637.28 feet the distance of 684.56 feet, which arc is subtended by a chord bearing south $67^{\circ} 36' 22''$ west 652.11 feet; thence by a straight line north $81^{\circ} 37' 11''$ west 426.28 feet; thence by a line curving to the left with a 1091.73 feet radius the distance of 449.40 feet, which arc is subtended by a chord bearing south $86^{\circ} 35' 16''$ west 446.22 feet; thence by a straight line south $74^{\circ} 47' 44''$ west 72.34 feet; thence by a line curving to the left with a radius of 849.32 feet the distance of 497.37 feet, which arc is subtended by a chord bearing south $58^{\circ} 01' 07''$ west 490.30 feet; thence by a straight line south $41^{\circ} 14' 30''$ west 294.48 feet; thence northeasterly leaving the southernmost side of Gwynn's Falls Parkway, in process of opening, by a line curving to the left with a radius of 1763.18 feet (with the same center as the curved line with a radius of 1763.18 feet, described in said ordinance above referred to) the distance of 158.36 feet, which arc is subtended by a chord bearing north $36^{\circ} 40' 27''$ east 158.32 feet; thence by a straight line north $36^{\circ} 05' 44''$ east 496.02 feet to intersect a curve drawn parallel

to and distant 120 feet northwesterly from the above mentioned curve having a radius of 849.32 feet; thence northeasterly reversing said curve so drawn and binding thereon with a radius of 969.32 feet the distance of 201.29 feet, which are is subtended by a chord bearing north $68^{\circ} 50' 48''$ east 200.93 feet; thence by straight line and curved lines parallel to and distant 120 feet northerly, respectively, from the fourth, third, second and first lines of this description, as follows: north $74^{\circ} 47' 44''$ east 72.34 feet; thence by a line curving to the right with a radius of 1211.73 feet the distance of 498.79 feet, which are is subtended by a chord bearing north $86^{\circ} 35' 16''$ east 495.27 feet; thence by a straight line south $81^{\circ} 37' 11''$ east 426.28 feet; thence by a line curving to the left with a radius of 517.28 feet the distance of 542.23 feet, which are is subtended by a chord bearing north $68^{\circ} 20' 47''$ east 517.72 feet to intersect the southwesternmost side of Liberty Heights Avenue, 100 feet wide, thence binding on the said southwesternmost side of Liberty Heights Avenue south $67^{\circ} 32' 00''$ east 84.86 feet to the southwesternmost side of Reisterstown Road 91 feet wide; thence binding on the lines of the southwesternmost side of Reisterstown Road, 91 feet and 95 feet, respectively, the two following courses and distances: south $30^{\circ} 02' 35''$ east 3.58 feet and south $43^{\circ} 01' 34''$ east 35.27 feet to the place of beginning.

Beginning for lot No. 1, as shown on plat 59-A-1787, at the end of the south $87^{\circ} 20' 40''$ west 4592.98 feet line of the description for the opening of Gwynn's Falls Parkway in Ordinance No. 678, approved April 25th, 1911;

and running thence binding on the outline of Gwynn's Falls Parkway, in process of opening, and binding on the circumference of a circle having a radius of 100 feet southwesterly 62.22 feet to the easternmost side of Chelsea Street; thence binding on the easternmost side of Chelsea Street, northerly 35.64 feet to intersect a line drawn south $87^{\circ} 20' 40''$ west from the beginning of this description; thence reversing said line so drawn and binding thereon, north $87^{\circ} 20' 40''$ east 53.87 feet to the place of beginning.

Beginning for lot No. 2, as shown on said last above-mentioned plat, at the intersection of the west side of Chelsea Street with a line drawn south $87^{\circ} 20' 40''$ west from the end of the south $87^{\circ} 20' 40''$ west 4592.98 feet line of the description in said Ordinance No. 678; and running thence binding on the westernmost side of Chelsea Street, southerly 39.74 feet to intersect the southeasternmost outline of Gwynn's Falls Parkway, in process of opening; thence binding on said southeasternmost outline and on the circumference of a circle, with a radius of 100 feet, westerly 23.30 feet to the end of said curved line; thence continuing to bind on said southeasternmost outline of Gwynns Falls Parkway, south $46^{\circ} 18' 20''$ west 250.51 feet to the northeasternmost side of Windsor Mill Road; thence binding on the northeasternmost side of Windsor Mill Road northwesterly 133.59 feet to the northwesternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on said northwesternmost outline north $46^{\circ} 18' 20''$ east 276 feet, more or less, to intersect a line drawn south $87^{\circ} 20' 40''$ west from the beginning of this description; thence

reversing said line so drawn and binding thereon, north $87^{\circ} 20' 40''$ east 131 feet, more or less, to the place of beginning.

Beginning for Lot No. 3, as shown on said last above mentioned plat, at the intersection of the westernmost side of Chelsea Street with a line drawn south $87^{\circ} 20' 40''$ west from the beginning of the north $87^{\circ} 20' 40''$ east 4592.98 feet line of the description in said Ordinance No. 678; and running thence south $87^{\circ} 20' 40''$ west 56 feet, more or less, to intersect the northwesternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on said northwesternmost outline and on the curved line with a radius of 100 feet, northeasterly 64 feet, more or less, to the westernmost side of Chelsea Street; thence binding on the westernmost side of Chelsea Street southerly 35.72 feet to the place of beginning.

Beginning for Lot No. 4, as shown on said last above mentioned plat, at the beginning of the north $87^{\circ} 20' 40''$ east 4592.98 feet line of the description in said Ordinance No. 678, and running thence south $87^{\circ} 20' 40''$ west 66.10 feet to the easternmost side of Chelsea Street; thence binding on the easternmost side of Chelsea Street northerly 39.72 feet to the northernmost outline of Gwynns Falls Parkway, in process of opening; thence binding on said northernmost outline on the curve with a radius of 100 feet, southeasterly 82.80 feet to the place of beginning.

Beginning for Lot No. 5, as shown on said last above mentioned Plat at the southwesternmost corner of Windsor Mill Road and Mt. Holly Street, formerly Sixteenth Street, as now

opened; and running thence binding on the westernmost side of Mt. Holly Street, southerly 36.74 feet to the southeasternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on the southeasternmost outline of Gwynns Falls Parkway, the two following courses and distance: south $46^{\circ} 18' 20''$ west 101.22 feet; thence southwesterly by a line curving to the left with a radius of 722.82 feet the distance of 104 feet, more or less, to the easternmost side of an alley 15 feet wide there situate; thence binding on the easternmost side of said alley northerly 142.24 feet to the northwesternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on said northwesternmost outline, north $46^{\circ} 18' 20''$ east 67.12 feet to the southernmost side of Windsor Mill Road; thence binding on the southernmost side of Windsor Mill Road, easterly 99.75 feet to the place of beginning.

Beginning for Lot No. 6, as shown on said last above mentioned Plat, at the southeasternmost corner of Lyndhurst Street and Holly Avenue, as now opened; and running thence binding on the southernmost side of Holly Avenue, easterly 65.76 feet to the southeasternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on the southeasternmost outline of Gwynns Falls Parkway on the line curving to the left with a radius of 722.82 feet southwesterly the distance of 211 feet, more or less, to the easternmost side of Lyndhurst Street; and thence binding on the easternmost side of Lyndhurst Street, northerly 200.54 feet to the place of beginning.

Beginning for Lot No. 7, as shown on said last above mentioned Plat, at the northwestern-

most corner of Lyndhurst Street and Holly Avenue, as now opened, and running thence binding on the northernmost side of Holly Avenue westerly 64.22 feet to the northwesternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on said northwesternmost outline, north $46^{\circ} 18' 20''$ east 85.04 feet to the westernmost side of Lyndhurst Street; thence binding on the said westernmost side of Lyndhurst Street southerly 55.16 feet to the place of beginning.

Beginning for Lot No. 8, as shown on said last above mentioned Plat, at a point on the line produced northwesterly of the northeasternmost side of Clifton Avenue, as now opened 66 feet wide southeast from Lyndhurst Street, said point being distant 261.71 feet from the northeasternmost corner of Clifton Avenue and Lyndhurst Street; so-ordinates of said beginning based upon the system used by said Topographical Survey Commission being west 19293.845 feet and north 5251.162 feet, being at a point where the said line of Clifton Avenue produced intersects a curve having a radius of 1495 feet, the center of said curve bearing north $44^{\circ} 38' 48''$ west from said beginning; thence northeasterly binding on said curve so drawn the distance of 149.55 feet, which arc is subtended by a chord bearing north $42^{\circ} 28' 52''$ east 149.49 feet to the southernmost side of Holly Avenue, as now opened; thence binding on said southernmost side of Holly Avenue, south $89^{\circ} 09' 22''$ west 71.77 feet to intersect the northwesternmost outline of Gwynns Falls Parkway, in process of opening; thence binding on said northwesternmost outline south $46^{\circ} 18' 20''$ west 106.34 feet to the line of the northeastern-

most side of Clifton Avenue produced, above referred to, thence binding on said line, south 53° 09' 30" east 59.59 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Said street as directed to be condemned being delineated and particularly shown on Plats which were filed in the office of the Commissioners for Opening Streets on the 12th day of February, 1916, and are now on file in the said office.

SECTION 2. *And be it further ordained,* that the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Gwynns Falls Parkway and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1916.

JAMES H. PRESTON, *Mayor.*

No. 170.

An ordinance to condemn, open and re-locate Gwynn's Falls Parkway, between the Western Maryland Railroad and Liberty Heights Avenue and between Allendale Street and Clifton Avenue, in accordance with Plats thereof filed in the office of the Commissioners for Opening Streets, on the Twelfth day of February, 1916, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open and relocate Gwynns Falls Parkway, between the Western Maryland Railroad and Liberty Heights Avenue, and between Allendale Street and Clifton Avenue, said Parkway as proposed to be opened and re-located to be of irregular width, varying from about 72 feet to about 261.71 feet, the land proposed to be condemned being particularly shown on plats on file in the office of the Commissioners for Opening Streets, prepared by the Chief Engineer of the Topographical Survey Commission and dated January 25, 1916, and numbered 59-A-1788 and 59-A-1790, respectively, the land hereby directed to be condemned for said opening and re-location being described as follows:

Beginning for the first Parcel at a point on the southwesternmost side of Liberty Heights Avenue, 100 feet wide, at the distance of 849.22 feet northwesterly from the southwesternmost side of Reisterstown Road, 91 feet wide, co-ordinates of said point of beginning, based upon the system used by the City of Baltimore Topographical Survey Commission, being west 11,188.00 feet and north 7829.91 feet, and running thence, by a line curving to the left with a

radius of 352.62 feet the distance of 225.43 feet, which are is subtended by a chord bearing north $85^{\circ} 50' 52''$ west 221.61 feet; thence, continuing to curve to the left with a radius of 1120 feet, the distance of 778.16 feet, which are is subtended by a chord bearing south $55^{\circ} 58' 00''$ west 761.38 feet; thence south $36^{\circ} 05' 44''$ west 163.23 feet to intersect the northwesternmost side of Gwynns Falls Parkway, as now in process of condemnation and opening under Ordinance No. 678, approved April 25, 1911; thence binding on the northwesternmost side of said Gwynns Falls Parkway, as proposed to be opened, the two following courses and distances: Firstly by a line curving to the left with a radius of 969.32 feet the distance of 366.36 feet, which are is subtended by a chord bearing south $52^{\circ} 04' 10''$ west 364.19 feet, and secondly, south $41^{\circ} 14' 30''$ west 294.48 feet; thence northeasterly, by a line curving to the left with a radius of 1643.18 feet (and in continuation of the curved line with a radius of 1643.18 feet described in said ordinance above referred to) the distance of 147.58 feet, which are is subtended by a chord bearing north $38^{\circ} 40' 28''$ east 147.65 feet to intersect a line drawn parallel with and distant 120 feet northwesterly, measured at right angles to the third line of this description; thence, reversing said line so drawn and binding thereon, north $36^{\circ} 05' 44''$ east 659.25 feet to intersect a curve drawn parallel to and distant 120 feet northwesterly from the above-mentioned curve having a radius of 1120 feet; thence northeasterly, reversing said curve so drawn and binding thereon, with a 1240 feet radius, the distance of 816.44 feet, which are is subtended by a chord bearing north $54^{\circ} 57' 28''$ east 801.77 feet to

intersect the above-mentioned southwesternmost side of Liberty Heights Avenue; thence, binding on said southwesternmost side of Liberty Heights Avenue, south $67^{\circ} 32' 00''$ east 316.55 feet to the place of beginning.

Beginning for the Second Parcel at a point on the westernmost side of Allendale Street, 40 feet wide, where it is intersected by the line of the southernmost side of Gwynns Falls Parkway, in process of condemnation and opening under Ordinance No. 678, approved April 25th, 1911, co-ordinates of said point of beginning, based upon the system used by the City of Baltimore Topographical Survey Commission, being west 18249.455 feet and north 5956.901 feet, and running thence, binding on said southernmost side of Gwynns Falls Parkway and continuing the same direction south $87^{\circ} 20' 40''$ west, in all 416.73 feet; thence by a line curving to the left, with a radius of 142 feet, the distance of 42.33 feet, which arc is subtended by a chord bearing south $78^{\circ} 48' 19''$ west 42.17 feet; thence, still continuing to curve to the left, with a 330 feet radius, the distance of 232.74 feet, which arc is subtended by a chord bearing south $50^{\circ} 04' 14''$ west 227.86 feet; thence by a straight line south $29^{\circ} 52' 27''$ west 83.99 feet to the southernmost side of Windsor Mill Road; thence, binding on the southernmost side of Windsor Mill Road, north $87^{\circ} 16' 25''$ west 26.79 feet to the easternmost side of an alley 15 feet wide there situate; thence, binding on the easternmost side of said 15-foot alley, south $2^{\circ} 53' 47''$ east 340.30 feet to the southernmost side of Holley Avenue, heretofore opened 60 feet wide; thence, binding on the southernmost side of Holley Avenue, south

$87^{\circ} 22' 40''$ west 165 feet to the easternmost side of Lyndhurst Street, as heretofore opened 60 feet wide; thence, binding on the easternmost side of Lyndhurst Street, south $2^{\circ} 53' 47''$ east 270.29 feet to the line of the northeasternmost side of Clifton Avenue, heretofore opened 66 feet wide, southeast of Lyndhurst Street; thence, binding on the line of the said northeasternmost side of Clifton Avenue and said line produced north $53^{\circ} 09' 30''$ west 261.71 feet to intersect a curve having a radius of 1495 feet, the center of said curve bearing north $44^{\circ} 38' 48''$ west from the end of said last-mentioned line; thence northeasterly, binding on said curve so drawn, the distance of 202.26 feet, which arc is subtended by a chord bearing north $41^{\circ} 28' 20''$ east 202.11 feet to the northwesternmost corner of Lyndhurst Street and Holly Avenue as now opened; thence, binding on the westernmost side of Lyndhurst Street, 60 feet wide, north $2^{\circ} 53' 47''$ west 320.16 feet to the southernmost side of Windsor Mill Road; thence, binding on the southernmost side of Windsor Mill Road, south $87^{\circ} 16' 25''$ east 117.94 feet to intersect a line drawn parallel with and distant 120 feet northwesterly, measured at right angles from the fourth line of this description; thence, reversing said line so drawn, and binding thereon, north $29^{\circ} 52' 27''$ east 145.52 feet; thence, by curved lines and a straight line parallel to and distant 120 feet northerly, respectively, from the third, second and first lines of this description, as follows: by a line curving to the right, with a radius of 450 feet, the distance of 317.37 feet, which arc is subtended by a chord bearing north $50^{\circ} 04' 14''$ east 310.71 feet; thence, continuing to curve to the right with a radius of 262 feet,

the distance of 78.09 feet, which are is subtended by a chord bearing north $78^{\circ} 48' 19''$ east 77.80 feet; thence north $87^{\circ} 20' 40''$ east 404.50 feet to the westernmost side of said Allendale Street; thence, binding on the said westernmost side of Allendale Street, south $8^{\circ} 28' 30''$ east 120.62 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Said street as directed to be condemned being delineated and particularly shown on plats filed in the office of the Commissioners for Opening Streets on the 12th day of February, in the year 1916, and are now on file in said office.

SECTION 2. *And be it further ordained*, that the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening and relocation of said Gwynns Falls Parkway, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1916.

JAMES H. PRESTON, *Mayor*.

No. 171.

An ordinance to Condemn and Widen Homestead Street from Harford Avenue to Polk Street; said Homestead Street to be Widened from its present Width of 50 feet to a Width of 66 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 3rd day of October, 1914, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and widen Homestead Street from Harford avenue to Polk street; said Homestead street to be widened from its present width of 50 feet to a width of 66 feet, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 3rd day of October, 1914, and now on file in said office, said street as proposed to be widened being described as follows:

Beginning for the first parcel on the northwest side of Harford avenue at the distance of 200 feet southwesterly from Gorsuch avenue, and at the northeast side of Homestead street as condemned and opened under Ordinance No. 335, approved June 10th, 1909, and running thence northeasterly binding on the northwest side of Harford avenue eight feet (8'), thence northwesterly parallel with Homestead street six hundred and fifty-nine feet, five and three-quarters inches (659' 5¾") to Polk street, thence southwesterly binding on Polk street eight feet (8') to the northeast side of Homestead street, and thence southeasterly binding thereon six hundred and fifty-nine feet and six inches (659' 6") to the place of beginning.

Beginning for the second parcel on the northwest side of Harford avenue at the distance of two hundred and fifty feet (250') southwesterly from Gorsuch avenue, and at the southwest side of Homestead street as condemned and opened under Ordinance No. 335, approved June 10, 1909, and running thence southwesterly binding on Harford avenue eight (8') feet, thence northwesterly parallel with Homestead street six hundred and fifty-nine feet, eight and one-quarter inches, (659' 8 $\frac{1}{4}$ ") to Polk street, thence northeasterly binding on Polk street eight feet (8) to the southwest side of Homestead street, and thence southeasterly binding thereon six hundred and thirty-nine feet, eight inches (639' 8") to the place of beginning.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the third day of October, in the year 1914, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and widening of said Homestead street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General

Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved August 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 172.

An ordinance to Condemn and Close Tinges Lane twenty feet wide, from the East side of Frisby Street, as proposed to be opened sixty-six feet wide Southeasterly to the Westernmost end of that portion of Tinges Lane which is now in process of Closing, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the fifteenth day of December, 1915, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and close Tinges Lane from the east side of Frisby street as proposed to be opened sixty-six feet wide southeasterly to the westernmost end of that portion of Tinges Lane which is now in process of closing, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the fifteenth day of December, 1915, and now on file in said office, said lane so proposed to be closed being described as follows:

Beginning for the same on the northeast side of Tinges Lane where it is intersected by the east side of Frisby street as proposed to be opened sixty-six feet wide from Thirty-third street to Gorsuch avenue, which place of beginning is at the distance of ninety-nine and ninety-three hundredths feet ($99.93'$) south from the southeast corner of Thirty-third street and Frisby street, aforesaid, the co-ordinates of said place of beginning based on the system of the Topographical Survey of the City of Baltimore, being two thousand six hundred and seventy-six feet ($2676'$) east and eleven thousand and eighty-six and fifty-one hundredths feet ($11086.51'$) north, and running thence binding on the east side of Frisby street, aforesaid, south twenty-five and six hundredths feet ($25.06'$) to the southwest side of Tinges Lane; thence binding on the southwest side of Tinges Lane south fifty-two degrees and fifty-six minutes ($52^{\circ} 56'$) east fourteen and twenty-seven hundredths feet ($14.27'$), and south sixty-one degrees and twenty-six minutes ($61^{\circ} 26'$) east four hundred and three and eighteen hundredths feet ($403.18'$) to a point at the westernmost end of that portion of Tinges Lane which is now in process of closing, which point is distant sixty-one feet ($61'$) northwesterly from the intersection of the southwest side of said Lane with the southeast side of said Lane at the bend; thence crossing said Lane and binding on the westernmost end of that portion now in process of closing, as aforesaid, north twenty degrees and thirty-eight minutes ($20^{\circ} 38'$) east twenty feet ($20'$) to the northeast side of said Lane; thence binding on the northeast side of said Lane north sixty-one degrees and twenty-six minutes ($61^{\circ} 26'$) west four hundred and two and forty-two

hundredths feet (402.42') and north fifty-two degrees and fifty-six minutes ($52^{\circ} 56'$) west twenty-seven and eighty-nine hundredths feet (27.89') to the Beginning.

The courses in the above description are referred to the true meridian.

The said lane as directed to be closed being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fifteenth day of December 1915, and is now on file in said Office.

SECTION 2. *And be it further ordained,* That the Proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Tinges Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898, (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved August 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 173.

An ordinance to authorize the Northern Central Railway Company to construct, maintain and operate certain connecting tracks from its line of railway in Alice Anna Street, (the so-called "Block Route") across Central Avenue to or near the crossing of said Avenue and Alice Anna Street and also across Harford Run Sewer to the delivery tracks of said Company on the lot of ground lying west of Central Avenue and between Alice Anna Street on the north and Lancaster Street on the south; to require said Company, when said connecting tracks hereby authorized, have been constructed, to take up and remove the present connecting tracks from its line of railway on Alice Anna Street (said so-called "Block Route") to the delivery tracks on said lot at or near where Exeter Street enters Alice Anna Street; and to provide for the condemnation and closing of Exeter Street between Alice Anna and Lancaster Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Northern Central Railway Company be and it is hereby authorized to construct, maintain and operate the following described connecting tracks between its line of Railway on Alice Anna Street (the so-called "Block Route") and its delivery tracks on the lot west of Central Avenue and bounded on the north by Alice Anna Street on the south by Lancaster Street, in accordance with the plat hereto annexed, viz:

Track A.—Beginning at a point in the center of Alice Anna Street, 125 feet east of the centre of Central Avenue; thence by a curve to the southwest for a distance of 220 feet to the west curb line of Central Avenue, approximately 120 feet south of the center line of Alice Anna Street.

Track B.—Beginning at a point in the Track "A" 170 feet from the beginning thereof;

thence to the southwest 38 feet to the west curb line of Central Avenue.

Track C.—Beginning in the aforesaid Track “A,” at a point 113 feet from the beginning thereof; thence to the southwest 76 feet to the west curb line of Central Avenue.

Track D.—Beginning in the Track “C” at a point 55 feet from the beginning of said Track “C” thence to the southwest 20 feet to the west curb line of Central Avenue.

Track “E.”—Beginning in the Track “A” at a point 55 feet from the beginning of said track “A;” thence to the southwest 126 feet to the west curb line of Central Avenue.

Track “F.”—Beginning in the track “E” at a point 66 feet from the beginning of said Track “E;” thence to the southwest 55 feet to the west curb line of Central Avenue.

Track “G.”—Beginning in the existing track in the center of Alice Anna Street at a point 66 feet east of the center of Central Avenue; thence by a curve to the southwest 115 feet to a point in the west curb line of Central Avenue, approximately 32 feet south of the center line of Alice Anna Street.

SECTION 2. *And be it further ordained,* that the Mayor and City Council of Baltimore shall at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and said right shall be exercised and enjoyed within six months after the grant as provided by Section 37 of Article 4 of the Code of Pub-

lic Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair re-valuation, including in such re-valuation the value derived from such right, to renewals not exceeding in the aggregate twenty-five years, and that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said grantee to be constructed in the beds of Alice Anna Street and Central Avenue by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee, said valuation, the said valuation to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said re-valuation hereinbefore provided for to be determined upon by the arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by said grantee, its successors or assigns, who, in case they shall be unable to agree between themselves shall appoint a third arbitrator, and a decision of a majority of said arbitrators shall be final and binding as to the revaluation or valuation aforesaid; provided, that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, reg-

ulation and control, in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof; and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which said franchises or rights are hereby granted, said franchises or rights shall thereupon be and become wholly null and void.

SECTION 4. *And be it further ordained,* that, in consideration of the right hereinbefore granted, the said grantee shall cover the open sewer on Central Avenue, between Lancaster and Aliceanna Streets, the work to be done and the material to be used and the plans of said sewer to be under the supervision and subject to the approval of the Highways Engineer of Baltimore City, and when said sewer is so covered the grantee hereunder shall, as further compensation, pave a driveway seventy-five feet (75') wide in the bed of Central Avenue, from the north building line of Aliceanna Street to the north curb line of Lancaster Street, with granite blocks on a six inch (6") concrete base, the said paving to be done under the supervision and subject to the approval of the Highways Engineer of Baltimore City, and the said grantee shall save and protect harmless the Mayor and City Council of Baltimore from and against any and all loss, cost or expense to which the said Mayor and City Council of Baltimore may be subjected as the result of any negligence on the part of the said grantee, its agents or employees, in or about the covering of said sewer or the paving of said driveway. And the said grantee, in further consideration of the right hereby granted, hereby obligates itself to main-

tain and keep open for use by the public, until such time as the tracks shown on the attached blueprint shall be extended westwardly, a twenty-foot driveway, to be located between Lancaster Street and Aliceanna Street at the western extremity of the tracks laid out on said blueprint.

SECTION 5. *And be it further ordained*, that the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks on said streets, adjust its said tracks to the grades of said streets, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the spaces between said tracks and for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstructions, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City, if and so often as said streets or either of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers or agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the spaces between said tracks and for two feet on either side thereof.

SECTION 6. *And be it further ordained* that the tracks hereby authorized shall be constructed under the supervision and to the entire satisfaction of the Highways Engineer, and that the rails that shall be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall designate, and will also pay all expenses to the Mayor and City Council of Baltimore of inspecting the work hereby authorized

to be constructed, or any renewals thereof from time to time.

SECTION 7. *And be it further ordained* that, upon the completion of the connecting tracks hereinbefore authorized to be constructed, the grantee hereunder shall, at its own cost and expense, remove its present connecting tracks from its said railway on Aliceanna Street to its said delivery tracks on said lot, and shall, subject to the approval of the Highways Engineer and at its own cost and expense, restore the bed on the street from which said tracks shall be so removed to proper and safe condition for use by the public.

SECTION 8. *And be it further ordained* that if at any time the Aliceanna Street tracks or the said delivery tracks of the Northern Central Railway Company shall be removed, or if the said tracks shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purpose of the municipality, then this ordinance shall be void and all the franchises and rights hereby granted shall cease and be determined without compensation to the grantee, its successors or assigns.

SECTION 9. *And be it further ordained* that nothing contained in this ordinance shall be so construed as to allow the grantee or its assigns to stand any car or cars on the said tracks in such a manner, or for such a time, as to obstruct the public highway; and that any and every right hereby granted to stand any car or cars on any part of said tracks on the public highway shall be revocable by the Mayor and City Council of Baltimore at any time here-

after when, in its judgment, the public welfare or convenience may so require.

SECTION 10. *And be it further ordained* that, upon the passage of this ordinance, the Mayor and City Council of Baltimore hereby agrees, upon the request of the grantee hereunder, to pass such ordinance and carry out such proceedings as may be necessary and proper to condemn and close Exeter Street, between Aliceanna Street and Lancaster Street, the entire cost and expense of condemning and closing said portion of Exeter Street to be paid by the grantee hereunder.

SECTION 11. *And be it further ordained* that non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of this ordinance, shall operate a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

Approved September 21, 1916.

JAMES H. PRESTON, *Mayor*.

No. 174.

An ordinance authorizing the Comptroller of the City of Baltimore to sell, at private sale to Charles Abramson, Simon Lamb and Samuel Bass, trading as the Chesapeake Manufacturing Company, the property situate at the southwest corner of Light and Poultney Streets, known as Old Public School No. 17, for a sum not less than Eight Thousand, Five Hundred Dollars (\$8,500.00), subject to an annual rent of Two Hundred and Seventeen Dollars (\$217.00).

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Comp-

troller of the City of Baltimore be and he is hereby authorized and empowered to sell, at private sale, to Charles Abramson, Simon Lamb and Samuel Bass, trading as the Chesapeake Manufacturing Company, the property situate at the southwest corner of Light and Poultney Streets, known as old Public School No. 17, for a sum not less than Eight Thousand, Five Hundred Dollars (\$8,500.00), subject to an annual rent of Two Hundred and Seventeen Dollars (\$217.00).

SECTION 2. *And be it further ordained* that, that no conveyance or conveyances shall be made in accordance with Section 1 hereof until the same shall have been approved by the City Solicitor, and also approved by the Board of Estimates and authorized by said Board by Resolution duly entered on its Minutes. The deed or deeds aforesaid are to be signed by the Mayor, the Commissioners of Finance of the City, uniting therein, in pursuance of Section 13 of Chapter 32 of the Acts of the General Assembly of Maryland of 1912.

Approved September 21, 1916.

JAMES H. PRESTON, *Mayor*.

No. 175.

An ordinance granting permission to Mrs. Eugene F. Cordell to construct and erect a roof covering the first, second and third story porches in the rear on the premises No. 257 West Hoffman Street, Baltimore City, Maryland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission

be and the same hereby is granted unto Mrs. Eugene F. Cordell to construct and erect a roof covering the first, second and third story porches in the rear of the premises No. 257 West Hoffman Street, in Baltimore City, the said roof to be constructed and erected in conformity with requirements of the Baltimore City Building Code, and under the supervision and regulation of the Building Inspector of Baltimore City.

SECTION 2. *And be it also ordained by the Mayor and City Council of Baltimore City* that this Ordinance shall take effect from the date of its passage.

Approved September 27, 1916.

JAMES H. PRESTON, *Mayor*.

No. 176.

An ordinance accepting the dedication of Riggs Avenue, from Poplar Grove Street to Ashburton Street.

WHEREAS the above street has been opened and become dedicated to public use under the Act of 1908, Chapter 582, and the Act of 1908, Chapter 583, and the Act of 1912, Chapter 659, or otherwise, and it is deemed proper to accept the dedication thereof,

Now, Therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the aforesaid dedication of said Riggs Avenue, from Poplar Grove Street to Ashburton Street, be and the same is hereby accepted, and the said

Street is hereby declared to be henceforth a public highway of the City of Baltimore.

Approved September 28, 1916.

JAMES H. PRESTON, *Mayor*.

No. 177.

An ordinance to authorize, in pursuance of an Act of the General Assembly of Maryland, passed at its January Session in the year 1916, Chapter 584, the Mayor and City Council of Baltimore to issue the stock of said corporation to an amount not exceeding one million dollars (\$1,000,000), for the purpose of acquiring, by purchase, condemnation or otherwise, land for public school buildings, and of constructing or re-constructing public school buildings.

WHEREAS, by an Act of the General Assembly of Maryland, passed at its January Session in the year 1916, Chapter 584, the Mayor and City Council of Baltimore was authorized to issue its stock to an amount not exceeding one million dollars (\$1,000,000) in the manner and on the terms therein set forth; the proceeds thereof to be used for the purpose of acquiring, by purchase, condemnation or otherwise, land for public school buildings and of constructing or re-constructing public school buildings; and

WHEREAS, money is now needed for said purposes;

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners of Finance be and they are hereby authorized and directed to issue the registered stock of the City of Baltimore to the amount

of one million dollars (\$1,000,000), from time to time, as the same may be required for the purposes hereinbefore named; and the said stock shall be sold by the Commissioners of Finance, from time to time, and at such times as shall be requisite and the proceeds of the sale of said stock shall be used for the purposes hereinbefore named; provided, that this ordinance shall not go into effect until it shall be approved by a majority of the votes of the legal voters of the City of Baltimore, cast at the time and place hereinafter designated.

SECTION 2. *And be it further ordained*, that the said stock shall be issued in sums of one hundred dollars (\$100.) or multiples thereof, to be redeemable in twenty-five yearly series, the first series to be redeemable on the first day of May, 1918, and a series to be redeemable on May 1st of each succeeding year, until the last series has been redeemed, the amount to be included in the various series to be as follows:

Series 1	redeemable May 1, 1918,	\$24,000.
Series 2	redeemable May 1, 1919,	\$25,000.
Series 3	redeemable May 1, 1920,	\$26,000.
Series 4	redeemable May 1, 1921,	\$27,000.
Series 5	redeemable May 1, 1922,	\$28,000.
Series 6	redeemable May 1, 1923,	\$29,000.
Series 7	redeemable May 1, 1924,	\$30,000.
Series 8	redeemable May 1, 1925,	\$32,000.
Series 9	redeemable May 1, 1926,	\$33,000.
Series 10	redeemable May 1, 1927,	\$34,000.
Series 11	redeemable May 1, 1928,	\$36,000.
Series 12	redeemable May 1, 1929,	\$37,000.
Series 13	redeemable May 1, 1930,	\$38,000.
Series 14	redeemable May 1, 1931,	\$40,000.
Series 15	redeemable May 1, 1932,	\$41,000.

Series 16 redeemable May 1, 1933, \$43,000.
Series 17 redeemable May 1, 1934, \$45,000.
Series 18 redeemable May 1, 1935, \$47,000.
Series 19 redeemable May 1, 1936, \$49,000.
Series 20 redeemable May 1, 1937, \$51,000.
Series 21 redeemable May 1, 1938, \$53,000.
Series 22 redeemable May 1, 1939, \$55,000.
Series 23 redeemable May 1, 1940, \$57,000.
Series 24 redeemable May 1, 1941, \$59,000.
Series 25 redeemable May 1, 1942, \$61,000.

that the stock shall bear interest at the rate of Four per centum (4%) per annum, during the respective periods that the series in which it is issued may run, and that the said interest shall be paid semi-annually on the first day of May and the first day of November, in each year.

SECTION 3. *And be it further ordained,* That a sum sufficient to meet the interest on any outstanding stock, as well as the principal of the current maturing series of said stock shall be annually collected by taxation, and that a rate sufficient to produce said sum shall be levied in each year upon every one hundred dollars (\$100.) worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 4. *And be it further ordained,* That this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval, at the election to be held in the City of Baltimore on Tuesday, the 7th day of November, in the year 1916.

SECTION 5. *And be it further ordained,* that a copy of this ordinance and notice of the time of holding said election shall be published

in at least four of the daily newspapers published in the City of Baltimore twice a week for two weeks prior to said election.

Approved October 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 178.

An ordinance to authorize, in pursuance of an Act of the General Assembly of Maryland, passed at its January Session in the year 1916, Chapter 189, the Mayor and City Council of Baltimore to issue the stock of said corporation to an amount not exceeding one million dollars (\$1,000,000) for the purpose of providing extensions to the underground conduits and their appurtenances, including distributing poles, built under the direction of the electrical commission of the City of Baltimore.

WHEREAS, by an Act of the General Assembly of Maryland, passed at its January Session in the year 1916, Chapter 189, the Mayor and City Council of Baltimore was authorized to issue its stock to an amount not exceeding one million dollars (\$1,000,000) in the manner and on the terms therein set forth; the proceeds thereof to be used for the purpose of providing extensions to the underground conduits and their appurtenances, including distributing poles, built under the direction of the Electrical Commission of said City; said extensions to be made in accordance with the authority vested in said Electrical Commission by Ordinances Nos. 106, 107 and 108 of the Mayor and City Council of Baltimore, approved August 25, 1898, and all amendments thereof or supplements thereto passed by virtue of the provisions of Chapter

200 of the Acts of Assembly of Maryland, enacted during the Session of the year 1892; and

WHEREAS, money is now needed for said purposes,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners of Finance be and they are hereby authorized and directed to issue the registered stock of the City of Baltimore to the amount of one million dollars (\$1,000,000), from time to time, as the same may be required for the purposes hereinbefore named; provided, however, that not more than Five hundred thousand dollars (\$500,000.) of said stock shall be issued in any one year, and the said stock shall be sold by the Commissioners of Finance, from time to time, and at such times as shall be requisite and the proceeds of the sale of said stock shall be used for the purposes hereinbefore named; provided, that this ordinance shall not go into effect until it shall be approved by a majority of the votes of the legal voters of the City of Baltimore, cast at the time and place hereinafter designated.

SECTION 2. *And be it further ordained*, That said stock shall be issued in sums of one hundred dollars (\$100.) or multiples thereof, to be redeemable in twenty-five yearly series, the first series to be redeemable on the first day of May, 1918, and a series to be redeemable on May 1st of each succeeding year, until the last series has been redeemed, the amount to be included in the various series to be as follows:

Series 1 redeemable May 1, 1918, \$24,000.

Series 2 redeemable May 1, 1919, \$25,000.

Series 3	redeemable	May 1, 1920,	\$26,000.
Series 4	redeemable	May 1, 1921,	\$27,000.
Series 5	redeemable	May 1, 1922,	\$28,000.
Series 6	redeemable	May 1, 1923,	\$29,000.
Series 7	redeemable	May 1, 1924,	\$30,000.
Series 8	redeemable	May 1, 1925,	\$32,000.
Series 9	redeemable	May 1, 1926,	\$33,000.
Series 10	redeemable	May 1, 1927,	\$34,000.
Series 11	redeemable	May 1, 1928,	\$36,000.
Series 12	redeemable	May 1, 1929,	\$37,000.
Series 13	redeemable	May 1, 1930,	\$38,000.
Series 14	redeemable	May 1, 1931,	\$40,000.
Series 15	redeemable	May 1, 1932,	\$41,000.
Series 16	redeemable	May 1, 1933,	\$43,000.
Series 17	redeemable	May 1, 1934,	\$45,000.
Series 18	redeemable	May 1, 1935,	\$47,000.
Series 19	redeemable	May 1, 1936,	\$49,000.
Series 20	redeemable	May 1, 1937,	\$51,000.
Series 21	redeemable	May 1, 1938,	\$53,000.
Series 22	redeemable	May 1, 1939,	\$55,000.
Series 23	redeemable	May 1, 1940,	\$57,000.
Series 24	redeemable	May 1, 1941,	\$59,000.
Series 25	redeemable	May 1, 1942,	\$61,000.

that the stock shall bear interest at the rate of Four per centum (4%) per annum, during the respective periods that the series in which it is issued may run, and that the said interest shall be paid semi-annually on the first day of May and the first day of November, in each year.

SECTION 3. *And be it further ordained,* that a sum sufficient to meet the interest on any outstanding stock, as well as the principal of the current maturing series of said stock shall be annually collected by taxation, and that a rate sufficient to produce said sum shall be levied in each year upon every one hundred dollars

(\$100.) worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 4. *And be it further ordained*, that this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval, at the election to be held in the City of Baltimore on Tuesday, the 7th day of November, in the year 1916.

SECTION 5. *And be it further ordained*, that a copy of this Ordinance and notice of the time of holding said election shall be published in at least four of the daily newspapers published in the City of Baltimore twice a week for two weeks prior to said election.

Approved October 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 179.

An ordinance to authorize, in pursuance of an Act of the General Assembly of Maryland, passed at its January Session in the year 1916, Chapter 585, the Mayor and City Council of Baltimore to issue the stock of said corporation to an amount not exceeding two million dollars (\$2,000,000), for the purpose of defraying the costs and expenses of condemning, laying out, opening, extending, widening, straightening, closing, grading, paving and curbing any Street, Avenue, Lane or Alley, or part thereof, in the Annex portion of said City and for establishing the building lines and the width of the sidewalks on any Street, Avenue, Lane or Alley, or part thereof, in said Annex portion of the City, and authorizing and empowering the Commissioners for Opening Streets, acting as the Annex Improvement Commission, to perform the duties and functions in said Act provided for the Annex Improvement Commission.

WHEREAS, by an Act of the General Assembly of Maryland, passed at its January Session

in the year 1916, Chapter 585, the Mayor and City Council of Baltimore was authorized to issue its stock to an amount not exceeding Two million dollars (\$2,000,000) in the manner and on the terms therein set forth; the proceeds thereof to be used for the purpose of defraying the costs and expenses of condemning, laying out, opening, extending, widening, straightening, closing, grading, paving and curbing, any street, avenue, lane or alley, or part thereof, in the annex portion of said City, and for establishing the building lines and the width of the sidewalks on any street, avenue, lane or alley or part thereof, in said annex portion of the City; and

WHEREAS, money is now needed for said purposes,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Commissioners of Finance be and they are hereby authorized and directed to issue the registered stock of the City of Baltimore to the amount of Two million dollars (\$2,000,000), from time to time, as the same may be required for the purposes hereinbefore named, in accordance with the provisions and subject to the terms of the Act of the General Assembly of Maryland, passed at its January Session in the year 1916 and known as Chapter 585; provided, however, that not more than Five hundred thousand dollars (\$500,000) of said stock shall be issued in any one year, and the said stock shall be sold by the Commissioners of Finance, from time to time, and at such times as shall be requisite and the proceeds of the sale of said stock shall be used for the purposes hereinbefore named; pro-

vided, that this Ordinance shall not go into effect until it shall be approved by a majority of the votes of the legal voters of the City of Baltimore, cast at the time and place hereinafter designated.

SECTION 2. *And be it further ordained*, that said stock shall be issued in sums of one hundred dollars (\$100.) or multiples thereof, to be redeemable in thirty yearly series, the first series to be redeemable on the first day of May, 1918, and a series to be redeemable on May 1st of each succeeding year, until the last series has been redeemed, the amount to be included in the various series to be as follows:

Series 1	redeemable May 1, 1918,	\$ 36,000.
Series 2	redeemable May 1, 1919,	\$ 37,000.
Series 3	redeemable May 1, 1920,	\$ 39,000.
Series 4	redeemable May 1, 1921,	\$ 40,000.
Series 5	redeemable May 1, 1922,	\$ 42,000.
Series 6	redeemable May 1, 1923,	\$ 43,000.
Series 7	redeemable May 1, 1924,	\$ 45,000.
Series 8	redeemable May 1, 1925,	\$ 47,000.
Series 9	redeemable May 1, 1926,	\$ 49,000.
Series 10	redeemable May 1, 1927,	\$ 51,000.
Series 11	redeemable May 1, 1928,	\$ 53,000.
Series 12	redeemable May 1, 1929,	\$ 55,000.
Series 13	redeemable May 1, 1930,	\$ 57,000.
Series 14	redeemable May 1, 1931,	\$ 59,000.
Series 15	redeemable May 1, 1932,	\$ 62,000.
Series 16	redeemable May 1, 1933,	\$ 64,000.
Series 17	redeemable May 1, 1934,	\$ 67,000.
Series 18	redeemable May 1, 1935,	\$ 69,000.
Series 19	redeemable May 1, 1936,	\$ 72,000.
Series 20	redeemable May 1, 1937,	\$ 75,000.
Series 21	redeemable May 1, 1938,	\$ 78,000.
Series 22	redeemable May 1, 1939,	\$ 81,000.

Series 23 redeemable May 1, 1940, \$ 84,000.
Series 24 redeemable May 1, 1941, \$ 88,000.
Series 25 redeemable May 1, 1942, \$ 91,000.
Series 26 redeemable May 1, 1943, \$ 95,000.
Series 27 redeemable May 1, 1944, \$ 99,000.
Series 28 redeemable May 1, 1945, \$103,000.
Series 29 redeemable May 1, 1946, \$107,000.
Series 30 redeemable May 1, 1947, \$112,000.

that the stock shall bear interest at the rate of Four per centum (4%) per annum, during the respective periods that the series in which it is issued may run, and that the said interest shall be paid semi-annually on the first day of May and the first day of November, in each year.

SECTION 3. *And be it further ordained*, that a sum sufficient to meet the interest on any outstanding stock, as well as the principal of the current maturing series of said stock shall be annually collected by taxation, and that a rate sufficient to produce said sum shall be levied in each year upon every one hundred dollars (\$100.) worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount.

SECTION 4. *And be it further ordained*, that pursuant to the powers conferred upon it by Section 11 of said Chapter 585 of the Acts of the General Assembly of the year 1916, the Commissioners for Opening Streets, acting as the Annex Improvement Commission, be and they are hereby authorized, empowered and directed, in the event that the loan authorized by said Act is approved by the legal voters of the City of Baltimore, but not otherwise, to perform the duties and functions in said act provided for said Annex Improvement Commission.

SECTION 5. *And be it further ordained*, that this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval, at the election to be held in the City of Baltimore on Tuesday, the 7th day of November, in the year 1916.

SECTION 6. *And be it further ordained*, that a copy of this Ordinance and notice of the time of holding said election shall be published in at least four of the daily newspapers published in the City of Baltimore twice a week for two weeks prior to said election.

Approved October 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 180.

An ordinance, in pursuance of an Act of the General Assembly of Maryland, passed at its January Session in the year 1916, Chapter 25, to authorize the Mayor and City Council of Baltimore to borrow, and the Mayor of the City of Baltimore to issue the notes of the Mayor and City Council of Baltimore to an amount not exceeding one million dollars (\$1,000,000) in any one year, and not to exceed in the aggregate 90% of the estimated revenue which will accrue under the Act of 1912, Chapter 688, the proceeds of said notes to be used to provide the paving commission of Baltimore City with the funds necessary for the prompt continuance and completion of the work of laying modern paving throughout the City, as authorized by the Act of 1906, Chapter 401, and any amendments thereto.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Mayor and City Council of Baltimore is hereby authorized to borrow, and the Mayor of the City of Baltimore be and he is hereby authorized and

directed, from time to time, to issue the notes of the City of Baltimore, in sums not exceeding one million dollars (\$1,000,000.00) in any one year, and not to exceed in the aggregate, 90% of the estimated revenue from the Special Paving Tax, which will accrue under the Act of 1912, Chapter 688, and in anticipation of the revenue accruing under said Act, in order to provide the Paving Commission of Baltimore City with the Funds necessary for the prompt continuance and completion of the work of laying modern paving throughout the City, as authorized by the Act of 1906, Chapter 401, and any amendments thereto, said notes to have written or printed on the face thereof the statement "secured by pledge of Paving Tax to accrue under Act of 1912, Chapter 688;" and said Paving Tax shall thereupon be and become pledged as a guarantee for the payment of any of said notes so issued.

SECTION 2. *And be it further ordained* that every such loan shall be authorized by a Resolution of the Paving Commission entered upon its Minutes, accompanied by a statement of the revenue to be anticipated from said Special Paving Tax and the amount of any loan or loans theretofore obtained in pursuance of this Ordinance; said Resolution shall state the amount of the Loan so to be obtained, and the time for which the note or notes shall be given, and said Resolution shall then be referred to the Board of Estimates of Baltimore City, and, if approved by said Board, shall constitute an authority to the Mayor to procure the loan and give the notes as hereinabove provided. The notes hereby authorized may be made payable so as to mature at a date when sufficient receipts

will be in hand from said Special Paving Tax to pay them, or short time notes may be given and renewed from time to time until there are sufficient proceeds in hand from said Special Paving Tax to pay said notes, as, in the judgment of the Mayor, may be best for the interest of the City. The proceeds of every such loan shall be turned over to the City Comptroller to be by him deposited with the City Register and placed to the credit of the New Paving Fund provided for in the Act of 1906, Chapter 401, and any amendments thereto, and in the Act of 1912, Chapter 688. The proceeds of said notes, from time to time, shall be appropriated in the Ordinance of Estimates and used by the Paving Commission, in all respects, as provided in said Act of 1906, Chapter 401. The notes hereby authorized to be issued shall bear such interest as, in the judgment of the Mayor, may be proper.

SECTION 3. *And be it further Ordained* that the Chairman of the Paving Commission shall prepare from time to time, proper vouchers upon the Comptroller, to be paid out of said new Paving Fund, for the amount of principal and interest due from time to time upon any notes which may be given by the City, and it shall be the duty of the Comptroller and of the City Register to pay said vouchers and charge the same to said new Paving Fund.

SECTION 4. *And be it further ordained* that this ordinance shall be submitted to the Legal voters of the City of Baltimore, for their approval or disapproval, at the general election to be held in the City of Baltimore on Tuesday the seventh day of November, 1916.

SECTION 5. *And be it further ordained* that a copy of this ordinance, and notice of the time for holding said election, shall be published in at least four of the daily newspapers published in said City of Baltimore twice a week for two weeks prior to said election.

Approved October 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 181.

An ordinance granting permission to Mrs. Kate J. Cole, 1109 Edmondson Ave., to enclose rear porches with glass.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to Mrs. Kate J. Cole, to enclose rear porches on the second and third floors with glass, and to erect a tin roof over the third floor porch, on the premises 1109 Edmondson Avenue. To be erected under the supervision of the Inspector of Buildings of Baltimore City and in accordance with the building laws of said City.

SECTION 2. *And be it further ordained*, that this Ordinance shall take effect from the date of its passage.

Approved October 3, 1916.

JAMES H. PRESTON, *Mayor*.

No. 182.

An ordinance to repeal and re-ordain with amendments ordinance No. 157, approved June 21, 1916, entitled: "An Ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric railway tracks, with the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances and to operate and maintain an electric railway over the new bridge (known as the Hanover Street bridge) and its approaches, now being erected, connecting Baltimore City with Baltimore County and with Anne Arundel County by the following route: From a point in Baltimore City at the intersection of Marshall Street (known also as Light Street) and Cromwell Street, and connecting with the existing tracks of the United Railways and Electric Company of Baltimore at that point, thence running westerly, along the center of Commerce Street to its intersection with Hanover Street, with the right to connect with the double tracks of the United Railways and Electric Company of Baltimore now on Charles Street, thence running southerly to and upon the Hanover Street Bridge and its approaches now being erected across the Middle Branch of the Patapsco River by the State Roads Commission; thence running on and in the centre of said Hanover Street Bridge to its southern end in Baltimore County; thence running still southerly on and in the center of the Highway now being built by said State Roads Commission across a point of land in Baltimore County; thence still southerly upon said Highway across the Patapsco River upon the filled in Land and the two bridges now being built, to the intersection of said Highway with First Street, Brooklyn, Anne Arundel County, there to connect with the existing double tracks of the United Railways and Electric Company of Baltimore."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that Ordinance No. 157, approved June 21, 1916, entitled "An ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric railway tracks, with the

necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, and to operate and maintain an electric railway over the new bridge (known as the Hanover Street Bridge) and its approaches, now being erected, connecting Baltimore City with Baltimore County and with Anne Arundel County, by the following route: from a point in Baltimore City at the intersection of Marshall Street (known also as Light Street) and Cromwell Street, and connecting with the existing tracks of the United Railways and Electric Company of Baltimore at that point, thence running westerly along the center of Cromwell Street to its intersection with Hanover Street, with the right to connect with the double tracks of the United Railways and Electric Company of Baltimore now on Charles Street, thence running southerly to and upon the Hanover Street Bridge and its approaches now being erected across the Middle Branch of the Patapasco River by the State Roads Commission, thence running on and in the center of said Hanover Street bridge to its southern end in Baltimore County, thence running still southerly on and in the center of the Highway now being built by said State Roads Commission across a point of land in Baltimore County, thence still southerly upon said Highway across the Patapasco River, upon the filled in land and the two bridges now being built to the intersection of said highway with First Street, Brooklyn, Anne Arundel County, there to connect with the existing double tracks of the United Railways and Electric Company of Baltimore," be and the same is hereby repealed and re-ordained, with amendments, so as to read as follows:

An Ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric railway tracks, with the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, and to operate and maintain an electric Railway over the new Bridge (known as the Hanover Street Bridge) and its approaches, now being erected, connecting Baltimore City with Baltimore County and with Anne Arundel County, by the following Route: from a point in Baltimore City at the intersection of Marshall Street (known also as Light Street) and Cromwell Street, and connecting with the existing tracks of the United Railways and Electric Company of Baltimore at that point, thence running westerly, along the center of Cromwell Street to its intersection with Hanover Street, with the right to connect with the double tracks of the United Railways and Electric Company of Baltimore now on Charles Street, thence running southerly to and upon the Hanover Street Bridge and its approaches, now being erected across the Middle Branch of the Patapsco River by the State Roads Commission; thence running on and in the center of said Hanover Street Bridge to its southern end in Baltimore County; thence running still southerly on and in the center of the Highway now being built by said State Roads Commission across a point of Land in Baltimore County; thence still southerly upon said Highway across the Patapsco River, upon the filled in land and the two bridges now being built, to the intersection of said Highway with First Street, Brooklyn, Anne Arundel County, there to connect with the existing double tracks of the

United Railways and Electric Company of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks, with all the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, on, along and over the new bridge (known as the Hanover Street Bridge) and its approaches, now being erected connecting Baltimore City with Baltimore County and with Anne Arundel County by the following route: From a point in Baltimore City at the intersection of Marshall Street (known also as Light Street) and Cromwell Street, and connecting with the existing tracks of the United Railways and Electric Company of Baltimore at that point; thence running westerly, along the center of Cromwell Street to its intersection with Hanover Street, with the right to connect with the double tracks of the United Railways and Electric Company of Baltimore now on Charles Street: thence running southerly to and upon the Hanover Street Bridge and its approaches now being erected across the Middle Branch of the Patapsco River by the State Roads Commission: thence running on and in the center of said Hanover Street Bridge to its southern end in Baltimore County: thence running still southerly on and in the center of the highway now being built by said State Roads Commission across a point of land in Baltimore County, thence still southerly upon said highway across the Patapsco River, upon the filled in land and the two

bridges now being built, to the intersection of said highway with First Street, Brooklyn, Anne Arundel County, there to connect with the existing double tracks of The United Railways and Electric Company of Baltimore, and to run on the aforesaid tracks cars to be propelled by electricity supplied by overhead wires or by the storage system or by any improved system which may be approved by the Mayor and Highways Engineer. The word "bridge" as used in this ordinance, unless otherwise specified, shall be construed to mean the entire highway being constructed by the State Roads Commission from the beginning of the approach at Hanover and Cromwell Streets in Baltimore City to the end of the approach on the Anne Arundel County shore.

SECTION 2. *Be it further ordained* that the said railway tracks shall be built and renewed, from time to time, under the supervision and subject to the approval of the Highways Engineer, and the rails, and renewals thereof from time to time, where laid on any of said streets, highways or bridge, shall be of the most improved pattern of girder rails and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, highways or bridge, or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said streets, highways or bridge.

SECTION 3. *Be it further ordained* that the United Railways and Electric Company of Baltimore, its successors and assigns, shall, at its own expense, in laying down or re-laying down,

from time to time, its said railway tracks on said streets, highways and bridge, adjust its said tracks to the grades of said streets, highways and bridge, as the same are now or may hereafter be established by law, and shall, at its own expense, keep the space between said tracks, and for two feet outside of the outer rail of each of said tracks, in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets, highways or bridge on either side of said tracks, and shall pay to the Mayor and City Council of Baltimore, if and so often as said streets, highways or bridge, or any part of them, shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the said tracks, and extending for two feet outside of each outer rail of each of said tracks, with whatever material the same may be constructed, with the exception, however, of the cost of any temporary paving, and, thereafter, of the first permanent paving of such streets, highways or bridge which are being constructed by the State Roads Commission in connection with its work of building the Hanover Street Bridge and its approaches; provided, however, that the grantee will restore and replace, at its own expense, all improved paving or concrete which has already been laid and which it is necessary to tear up in the exercise of the franchise hereby granted.

SECTION 4. *Be it further ordained* that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest,

the exercise of the franchises and rights herein granted and that said franchises and rights shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," subtitle "Charter," and that said franchises and rights herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair re-valuation, including in such re-valuation the value derived from said franchises and rights, to renewals not exceeding in the aggregate twenty-five years; that, upon the termination of said franchises and rights herein granted, there shall be a fair valuation of the plant and property of said grantee to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore at its election, on its paying said grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the rights or franchises by this ordinance granted; the said re-valuation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the re-valuation or valuation aforesaid; provided that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *Be it further ordained* that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grant and not inconsistent with the terms thereof, and in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become wholly null and void.

SECTION 6. *Be it further ordained* that non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained* that the compensation to be paid by the United Railways and Electric Company of Baltimore unto the Mayor and City Council of Baltimore for the franchises and rights hereby granted shall be the sum of Forty-nine thousand, four hundred and forty-three dollars and twenty cents (\$49,443.20) and all expenses of advertising which shall be paid on or before the date of beginning work in the exercise of the franchises hereby granted, and at all events within six months from the date of the date of the approval of this ordinance, and also the additional sum of \$58,500, the latter sum being one-half

of the estimate of the Chairman of the State Roads Commission as to the additional cost of building said bridge by reason of providing for a double track passenger railway thereon, the said sum of \$58,500 to be payable in five annual instalments of eleven thousand, seven hundred dollars (\$11,700.00) each, the first of which is to be paid one year after the date of the approval of this ordinance and the remaining four annually thereafter, with the privilege, however, to the said grantee to anticipate any or all of said instalments.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved October 9, 1916.

JAMES H. PRESTON, *Mayor*.

No. 183.

An ordinance granting permission to May W. Iglehart to erect a second and third story porch to extend and project from the rear of her premises known as No. 1406 Park Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to May W. Iglehart to construct and erect a second and third story open porch to extend and project from the rear of her premises, known as No. 1406 Park Avenue; said second story porch to be fifteen feet wide and to project fifteen feet from the rear wall; said third story porch to be fifteen feet wide and to project eight feet from the rear wall, and to be covered with tin;

the portion of said second story porch over which said third story porch does not project to be also covered with tin; the whole to have such supports as shall be approved by the Inspector of Buildings of Baltimore City, and to be erected and constructed under his supervision, and in accordance with the requirements of existing laws and ordinances.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved October 11th, 1916.

JAMES H. PRESTON, *Mayor*.

No. 184.

An ordinance granting to the Pennsylvania Railroad Company, lessee of the Northern Central Railway Company, the right to construct and maintain a pier or wharf in front of its land and premises at Canton, being partly in Baltimore County and partly in Baltimore City and fronting on the navigable waters of the harbor of said city, the said land lying west of Clinton Street, in Baltimore County and between Eighth Avenue, on the north, and Tenth Avenue on the south, said pier or wharf to extend into the navigable waters of said harbor, up to the "pier head line" of said harbor, as now fixed by authority of the Government of the United States of America.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the right is hereby granted to the Pennsylvania Railroad Company, lessee of the Northern Central Railway Company, to construct and maintain a pier or wharf in front of its land and premises, at Canton, being partly in Baltimore County and partly in Baltimore City, and fronting on the

navigable waters of the harbor of said City, the said land lying west of Clinton Street, in Baltimore County, and between Eighth Avenue on the north and Tenth Avenue on the south, said pier or wharf to extend into the navigable waters of said harbor up to the "Pier head line," of said harbor, as now fixed by authority of the Government of the United States of America, all as shown by the plat of said pier or wharf, which is hereto annexed.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate in the public interest, the exercise of the right herein granted, and said right shall be exercised, executed and enjoyed within six months after the grant as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years and with the further right to said grantee, at a fair re-valuation, including in such re-valuation the value derived from such right, to renewals not exceeding in the aggregate twenty-five years, and that upon the termination of said right herein granted, there shall be a fair valuation of the plant and property of said grantee to be constructed by virtue of this ordinance which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said valuation to be a fair and equitable valuation of the same as property excluding any value derived from the right or franchise by this ordinance granted; the said re-valuation hereinbefore provided for to be determined upon by two arbitrators, one

to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by said grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and a decision of a majority of said arbitrators shall be final and binding as to the re-valuation or valuation aforesaid; provided that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control, in respect to all matters connected with the grant herein contained, and not inconsistent with the terms thereof; and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises or rights are hereby granted, said franchises or rights shall be and become wholly null and void.

SECTION 4. That in consideration of the permit to construct the said pier or wharf, and as a condition upon which said permit is granted the said grantee shall pay to the Mayor and City Council of Baltimore within ten days after the passage of this ordinance the sum of Three hundred and nine dollars and fifty-four cents (\$309.54), being at the rate of one-half of one cent per square foot of the area of said pier or wharf, and a like sum annually during the term of the grant hereby made.

SECTION 5. *And be it further ordained* that the pier or wharf hereby authorized to be constructed and maintained shall be constructed under the supervision, and to the entire satisfaction of the Harbor Board of Baltimore City, the reasonable charges and expenses of the inspection of said work by the City, and also the reasonable charges and expenses of inspecting said pier or wharf, from time to time, after the same shall have been constructed, to be paid by the grantee hereunder.

SECTION 6. *And be it further ordained* that noncompliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

Approved October 13, 1916.

JAMES H. PRESTON, *Mayor*.

No. 185.

An ordinance ratifying and approving an agreement dated July 27, 1916, entered into between the Baltimore and Ohio Railroad Company and the Mayor and City Council of Baltimore, by James H. Preston, Mayor of Baltimore, subject to approval by ordinance.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the said Mayor and City Council of Baltimore do hereby approve and ratify the agreement dated

July 27, 1916, with the Baltimore and Ohio Railroad Company, entered into by James H. Preston, Mayor of Baltimore, on behalf of the said Mayor and City Council of Baltimore, and being as follows:

This agreement made this 27th day of July, in the year 1916, between the Baltimore and Ohio Railroad Company, a corporation, party of the first part, and the Mayor and City Council of Baltimore, a municipal corporation, party of the second part.

Witnesseth that the appeals taken by the Baltimore and Ohio Railroad Company and by the Real Estate and Improvement Company of Baltimore City from the action of the Commissioners for Opening Streets in awarding net damages for all those portions of lots and riparian rights taken in the proceedings for the opening of McComas Street, lying between the property of the Baltimore Electric Power Company on the west and the property of the Page Engineering Company on the east, as shown on condemnation plat "A" for the opening of McComas Street, and also the appeals taken by the Baltimore and Ohio Railroad Company and The Real Estate and Improvement Company of Baltimore City from the action of the Commissioners for Opening Streets in awarding net damages on account of the portions of lots taken from said Baltimore and Ohio Railroad Company and the said The Real Estate and Improvement Company of Baltimore City, for the third section of Key Highway, shall be settled upon the following terms:

First—The party of the first part, in consideration of the covenants on the part of the sec-

ond party herein contained, as well as the purchase price hereinafter set out, will transfer or cause to be transferred and conveyed to the party of the second part, by good and merchantable title, in fee simple, free encumbrances, all the land, land under water, and riparian rights lying south of the north line of McComas Street, as laid down on said plat, between the eastern line of the property of the Baltimore Electric Power Company and the western line of the property of the Page Engineering Company, belonging to the said Baltimore and Ohio Railroad Company or to the said The Real Estate and Improvement Company of Baltimore City, being portions of lots Nos. 8, 9, 11, 12 and 14, as laid down on said plat; also a sufficient triangular lot at the intersection of the north side of McComas Street with the west side of the third section of Key Highway, and another similar triangular lot at the intersection of the east side of the third section of Key Highway and the north side of McComas Street, so as to permit a curved connection, both on the east side and the west side of said Key Highway, with McComas Street, sufficient for the construction of a railroad track from the center line of said Key Highway easterly into the center line of said McComas Street, and also for the construction of a similar track from the center line of the third section of Key Highway westerly into the center line of McComas Street, each of said tracks to be constructed with a curve having a four hundred feet radius, and each of said triangular pieces of ground to be of sufficient size to carry the eastern and western lines of the third section of Key Highway to intersections with the north line of McComas Street by curves of a radius to provide six feet of lat-

eral clearance between the curb of the sidewalk and the center of the tracks on the east and west sides of the third section of Key Highway and McComas Street.

It is agreed that the deed conveying said property and riparian rights shall contain a condition or covenant on the part of the grantee (which covenant shall be so worded as to run with the land), that said grantee, its successors and assigns, will not sell or lease any of the property or right covered by such deed to any other railroad company or to any corporation owned or controlled by any other railroad company, without giving to the Baltimore and Ohio Railroad Company written notice stating that it has an offer for such property or rights and that it is considering selling or leasing the same, and stating the amount of said offer, and naming a day, not less than twenty (20) days from the date of said notice when the matter of selling or leasing said property to the party making said offer, or to the Baltimore and Ohio Railroad Company, will be taken up before the Board of Estimates of the second party or by the successor or assign of said second party who shall receive such offer and give such notice. At said meeting the Board of Estimates, or the said successor or assign of the said second party, shall receive the offer or offers of the Baltimore and Ohio Railroad Company and of any other railroad company and shall sell or lease said property to the Baltimore and Ohio Railroad Company if it finally offers as much as any other railroad company; if some other railroad company finally offers more than the Baltimore and Ohio Railroad Company the second party or its successor or assign shall be free to accept such offer.

The said deed shall further provide that the first party shall have the privilege of using, on an equal basis with any other railroad company, all tracks constructed or to be constructed by the party of the second part on the Key Highway or on McComas Street or into the piers or warehouses constructed by the second party on the property conveyed to it by the first party. This provision, however, is not to be understood to prevent the party of the second part from making arrangements with some one railroad company for the operation of cars over said municipal railway upon such terms as will secure to industries connected with said municipal railway the right to ship by or receive shipments from all railroad companies on equal terms.

The party of the first part will procure a release of the award of net damages of \$5,000 to Jane H. King, et al., on account of the reversionary interest in Lot No. 9.

Second—The party of the second part will pay to the Baltimore and Ohio Railroad Company and The Real Estate and Improvement Company of Baltimore City, for all the land, land under water and riparian rights so to be transferred to the party of the second part, as provided in paragraph 1, as net damages over and above the benefits to the remainder of said Lots 8, 9, 11, 12 and 14, not taken, a sum equal to eleven cents (11c) per square foot for all those portions of said lots Nos. 8, 9, 11, 12 and 14, lying between the north line of McComas Street, as laid down on said plat, and the 1900 pierhead line, and also at the same rate of eleven cents (11c) per square foot net for the number of square feet included in the two trian-

gular lots at the intersection of the third section of Key Highway and the north side of McComas Street as hereinabove provided for, and the party of the second part will also give to the party of the first part the right to pump sand or earth from the land under water south of the bulkhead line, as now or hereafter established by ordinance, south of McComas Street, for the purpose of filling the property between its tracks on Claggett Street and the north line of McComas Street to the elevation required for its proposed yard, said pumping and return drainage, however, to be carried by piping under McComas Street, or sufficiently high above McComas Street so as not to interfere with the construction of said street or the use of said street as a public highway after being constructed.

The several appeals of the party of the first part and The Real Estate and Improvement Company of Baltimore City, now pending in the Baltimore City Court from the awards of net damages made by the Commissioners for Opening Streets for the portions of said lots Nos. 8, 9, 11, 12 and 14, and also from the awards of the said Commissioners of net damages for portions of lots Nos. 21, 22, 23 and 24, of Plat "A" for the opening of McComas Street, originally proposed to be taken, shall be entered "Agreed and Settled," the party of the second part to pay the costs.

Third—The party of the first part, for itself and The Real Estate and Improvement Company of Baltimore City, will accept the awards made by the Commissioners for Opening Streets of net damages for the portions of lots taken for the condemnation and opening of the third

section of Key Highway, and will dismiss or cause to be dismissed, the appeals taken by the party of the first part and The Real Estate and Improvement Company of Baltimore City from the actions of the Commissioners for Opening Streets in awarding net damages for the portions of the lots taken from the party of the first part and the said The Real Estate and Improvement Company of Baltimore City, for the opening of the third section of Key Highway, and will pay the costs of said appeals so dismissed, and the party of the first part will, at its own expense, build the necessary bridge to carry its tracks over the said third section of Key Highway, where the same crosses Claggett Street, and will also, at its own expense, build the necessary bridge to carry its low grade freight line to Locust Point over the said third section of Key Highway, between Claggett and McComas Streets, and for whatever number of tracks it may decide to carry across said third section of Key Highway, between Claggett and McComas Streets. The general plan of the said two bridges and the method of their support across the third section of the Key Highway is shown on the attached blue print marked "Bridges to be constructed by the Baltimore and Ohio Railroad Company," and signed by the Chief Engineer of the first party and the Chief Engineer of the second party. All of said bridges to be constructed in such manner as not to delay the opening of the third section of Key Highway for travel; or, if constructed after the opening of said Key Highway for travel, to be so constructed as not to obstruct the use of said street.

Fourth—The party of the second part will pay the necessary costs of building and main-

taining the bridge across the third section of Key Highway to carry the existing two tracks of the first party where the same intersect or pass under said tracks near Clement Street, and the party of the second part will also pay the necessary cost of building and maintaining the bridge across said third section of Key Highway to carry the two tracks leading from the Round House at a point to be designated by the first party about 100 feet south of Claggett Street. The general plan of the said two bridges and the method of their support across third section of Key Highway is shown on the attached blue print marked "Bridges to be constructed by the Mayor and City Council of Baltimore," and signed by the Chief Engineer of the first party and the Chief Engineer of the second party.

The bridges referred to in this section shall be built by contract awarded to the lowest responsible bidder, in full and fair competitive bidding; all the work to be done under the supervision and subject to the joint approval of the Chief Engineer of the Baltimore and Ohio Railroad Company and the Chief Engineer of Baltimore, both as to the plans and the manner of construction. The costs to be paid by the city shall be understood to mean the actual cost paid to the contractors under the contract and extras, if any, ordered by said Chief Engineer, plus the actual cost of any work which may be done by the Baltimore and Ohio Railroad Company's forces, exclusive of engineering and inspection charges. All bids and estimates of contractors to be submitted to and approved by both the Chief Engineer of the Baltimore and Ohio Railroad Company and the Chief Engineer of the City. If the prices bid are not con-

sidered reasonable by the Chief Engineer of Baltimore, the party of the first part, at the request of the Chief Engineer of Baltimore, will reject all bids and re-advertise.

It is contemplated that the two bridges provided for in this section shall be constructed prior to the opening of the third section of Key Highway for travel, and shall be constructed in such manner as not to unreasonably interfere with the use of the existing tracks by the Railroad Company in their present location or in such temporary locations in which they may be put during the construction of said bridges.

Fifth—The party of the second part agrees that the land acquired by it in pursuance hereof, for the bed of Key Highway, between Claggett and McComas Streets, shall be transferred and conveyed, with the reservation of the right in the party of the first part to carry additional tracks by over-head bridges over said third section of Key Highway, between Claggett and McComas Streets, without any franchise charge by the second party for such privilege. All of said bridges to be constructed and maintained with a vertical clearance of said third section of Key Highway of not less than sixteen (16) feet above the elevation now fixed by the plans for the third section of Key Highway (as now on file in the office of the Commissioners for Opening Streets, for the crown of the roadway of said Key Highway), but not with a greater clearance unless the first party desires it, and with the same arrangement of supports in the Key Highway as is shown on the attached blue prints for the construction of bridges provided for by the third and fourth sections of this

agreement. All of said bridges shall be constructed and maintained under the usual safeguards and provisions relating to the construction and maintenance of bridges to carry railroad trains over public highways; all of said bridges to be constructed in such a manner as not to delay the opening of the third section of Key Highway for travel, or, if constructed after the opening of said Key Highway for travel, to be so constructed as not to obstruct the use of said street.

Sixth—When requested to do so by the party of the first part, provided such request is made within two years from this date, the party of the second part, as a condition of the grant to it of said land, shall pass the necessary ordinance or ordinances for the closing of all or any of the following streets and alleys which may be found to be open or public streets; reference to said streets and alleys herein being not intended to constitute a dedication or recognition of any of said streets or alleys as public or open streets; the necessary expenses of said closing, including the damages, if any, awarded to any party, shall be paid by the party of the first part:

Claggett Street east of Webster Street.

Lowman Street, south of a line 100 feet north of the north line of Claggett Street.

Decatur Street, south of a line 100 feet north of the north line of Claggett Street.

Haubert Street, south of a line 150 feet north of the north line of Claggett Street.

An unnamed alley between Haubert Street and Hull Street, south of a line 150 feet north of the north line of Claggett Street.

Hull Street, south of a line 200 feet north of the north line of Claggett Street.

An unnamed alley between Hull Street and Latrobe Terrace, south of a line 400 feet north of the north line of Claggett Street.

Latrobe Terrace (or Cooksie Street) from the north line of Clemm Street.

Towson Street, south from the south line of Clemm Street.

Richardson Street, south from the south line of Clemm Street.

Andre Street, south from the south line of Clemm Street.

Reynolds Street (formerly Garrett Street), south of Fort Avenue.

Steuart Street, south of Fort Avenue.

David Street, south of Fort Avenue.

Harper Street, south of Fort Avenue.

Armstrong Alley, south of Fort Avenue.

Neale Street, south of Fort Avenue.

Way Alley, south of Fort Avenue.

Prosser Street, south of Fort Avenue.

Clemm Street, between the east line of Richardson Street and the east line of Prosser Street.

Seventh—The party of the second part at the request of the party of the first part, at any time after six months from this date, will sell to the party of the first part a portion of the southern and eastern part of Latrobe Park, estimated to be about one-third of the said Park, to be laid off, however, so that the portion sold will not come nearer than one hundred and fifty (150) feet to any existing building in said Park, the party of the first part to pay for the

portion of said Latrobe Park so to be sold to it at the rate of twenty-five cents (25c) per square foot.

Eighth—The party of the first part will grant to the party of the second part the right-of-way for the construction of over-head structures or viaducts, not exceeding sixty-six (66) feet in width, following the lines of Hull Street and Andre Street, from Fort Avenue to McComas Street, so far as the same passes over the property of the party of the first part or the property of The Real Estate and Improvement Company of Baltimore City, now owned or hereafter to be acquired, provided that such viaducts over the property of the said first party and of the Real Estate and Improvement Company of Baltimore City shall be elevated with the standard clearance over all railroad tracks, said structure resting upon supports on the property of the first party and of The Real Estate and Improvement Company of Baltimore City spaced eighty-three (83) feet apart in the clear at sub-grade. The said viaducts shall be constructed and maintained at the expense of the second party.

The party of the first part will also grant to the party of the second part the right to construct and maintain any pipes or conduits that may be deemed necessary by the proper City authorities under the railroad tracks and property under the line of said viaduct or viaducts, or at any point where said tracks cross any existing street hereinbefore agreed to be closed; the same to be constructed and maintained by the City without expense or damage to the railroad company. This provision, however, is not to be construed to limit any existing right of the City to lay pipes or conduits in any existing public highway before the same shall be legally closed.

Ninth—The party of the second part will proceed with reasonable diligence to construct and pave McComas Street to its full width eastwardly from Hanover Street to the west line of the property of the Page Engineering Company, shown on said damage Plat "A" as Lot "LL," and will also, on or before July 1st, 1921, acquire a right-of-way not less than thirty feet wide through the property of the McLean Contracting Company, from the west line of the lot of the American Agricultural Chemical Company to the east line of the lot of the Page Engineering Company, said right-of-way to be located immediately to the south of the south outline of that portion of the said McLean lot which it is contemplated will be acquired by the party of the first part for its railroad purposes. Said right-of-way to be for the use of the American Agricultural Chemical Company, its successors and assigns, owners of said lot of said American Agricultural Chemical Company, or any part thereof, and also for the use of the owners of the property abutting upon said right-of-way. And the city will also acquire, on or before July 1st, 1921, by purchase or condemnation, a right-of-way not less than thirty feet wide for a public highway to form a connection between the east end of McComas Street, through the Page Engineering Company lot to the right-of-way to be acquired from the McLean Contracting Company. One-half of the expense of acquiring said right-of-way through the Page Engineering Company lot, up to six hundred dollars (\$600.00), shall be paid by the first party. The party of the first part further agrees that, in the construction of McComas Street, in this section provided for, it shall not be necessary for the City to bulkhead on the

north side of said McComas Street, but the fill for the grading of said McComas Street, between the property of the Page Engineering Company and the property of the Baltimore Electric Company, may extend over on the north side of McComas Street on the property of the party of the first part and The Real Estate and Improvement Company of Baltimore City to the necessary distance to support the construction of said McComas Street.

As a condition to the grant of the property and riparian rights herein agreed to be granted to the party of the second part, the party of the second part will properly pass the necessary ordinance to provide for the closing of so much of McComas Street, in process of opening under ordinance No. 508, of July 10th, 1914, as lies east of the west line of the property of the Page Engineering Company as shown on the Plat aforesaid for the opening of McComas Street. And the party of the second part agrees that the Commissioners for Opening Streets will proceed diligently under such ordinance for closing of a portion of said McComas Street, and that the said portion of said McComas Street shall, within a reasonable time after this date, be legally closed, and further, that the party of the second part will cause to be delivered to the party of the first part an assurance, in the form of action by the Harbor Board of Baltimore City, approved by the Board of Estimates of Baltimore City, that no portion of the loan authorized by the Act of 1910, Chapter 485, shall ever be used for the purpose of opening McComas Street east of the west line of the lot of the American Agricultural Chemical Company, shown on said Plat "A" for the opening of McComas Street, and also that no part of said loan authorized by said

Act shall be used for the opening of any other street through the territory east of the lot of the Page Engineering Company and south of Fort Avenue. This is not intended to interfere with the right of the City to construct Hull Street and Andre Street from Fort Avenue to the right-of-way of the Baltimore and Ohio Railroad Company, and thence by viaduct to McComas Street, as herein provided for.

In consideration of the action herein agreed to be taken by the party of the second part, providing that the eastern terminus of McComas Street shall not be fixed east of the westerly line of the property of the American Agricultural Chemical Company, the party of the first part will provide the necessary track or tracks to the new Immigration Station and to the Detention House and Government Warehouses of the United States Government, or so near thereto and to the extent that it may be permitted to construct them by the Federal authorities, sufficient to give adequate railroad facilities for passengers and freight to and from said Immigration Station, Detention House and Government Warehouses and agrees to deliver freight on said tracks to said Immigration Station, Detention House and Government Warehouses, from its own lines and also from the lines of all other railroads having terminals at Baltimore, and to receive passengers and freight from said Immigration Station, Detention House and Government Warehouses for delivery to all other railroad lines having terminals at Baltimore, as well as to points upon its own line, at such rates that passengers and freight to and from said Immigration Station, Detention House and Government Warehouses may be carried over all lines having their terminals in Baltimore at the same

rate as if all such lines had switch connection with said Federal buildings. It being understood that the party of the first part is to be paid a reasonable compensation for its services and the use of its tracks and facilities in performing such services herein stipulated for, the amount so to be paid to the said party of the first part to be fixed by agreement between said party and the other railroads, and to be such an amount as will reasonably compensate the party of the first part for its services and the use of its tracks and facilities, and at the same time be such an amount that such other railroads can reasonably absorb the same in their charges for carrying such passengers and freight, to the end that the charge for the carrying of such passengers and freight may be the same as if the said Government buildings were upon sidings of such other railroads at Baltimore. And in the event that the party of the first part and such other railroad companies cannot agree, then the question of a fair compensation for such services and the use of such tracks and facilities shall be submitted to the Interstate Commerce Commission for decision, and at the time of such submission the party of the first part agrees to join the other parties in an agreement to be bound by the decision of the Interstate Commerce Commission.

It is understood that the undertaking of the party of the second part to stop McComas Street and not extend same further east than the west line of the property of the American Agricultural Chemical Company, and the undertaking herein of the party of the first part, in reference to furnishing facilities for the Immigration Station, Detention House and Government Warehouses, are mutually conditional.

It is further understood and agreed that this agreement is entered into by the Mayor and the Board of Estimates, subject to approval or ratification by ordinance of the Mayor and City Council of Baltimore.

Witness the signature of the Baltimore and Ohio Railroad Company, by the hand of A. W. Thompson, Vice-President, and its corporate seal hereunto affixed, duly attested by its Secretary, and the signature of the Mayor and City Council of Baltimore by the hand of James H. Preston, Mayor, and the corporate seal of the City hereunto affixed, duly attested by the City Register the day and year first above written.

THE BALTIMORE AND OHIO RAILROAD
COMPANY.

By A. W. Thompson
Vice-President.

Attest (Seal)
C. W. Woolford
Secretary.

MAYOR AND CITY COUNCIL OF BALTI-
MORE.

By James H. Preston
Mayor.

Attest (Seal)
Richard Gwinn
City Register.

Approved as to form and legal sufficiency
By S. S. Field
City Solicitor.

Approved Board of Estimates of Baltimore City
By John Hubert.
President.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved October 20, 1916.

JAMES H. PRESTON, *Mayor*.

No. 186.

An ordinance to repeal and reordain, with amendments, Section 24 of Article 4 of the Baltimore City Code of 1906.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that Section 24 of Article 4 of the Baltimore City Code of 1906 be and the same is hereby repealed and reordained, with amendments, so as to read as follows:

24. Excepting within the limits of the several markets, and in accordance with the Article entitled "Markets" and unless otherwise provided in this article, no wagon, cart, motor vehicle, or other vehicle, or horse, mule or other animal, shall be permitted to stand on any the streets, lanes or alleys of the City for a longer time than may be reasonably necessary in connection with the use of the public Highways by such vehicle or animal, for the purposes of travel and in no case to exceed two hours between the hours of 8 A. M. and 8 P. M. and three and one-half hours between 8 P. M. of any one day and 8 A. M. of the next day. Permitting any vehicle or animal to stand on any of the public highways at successive intervals in any one day shall be considered a violation of this Ordinance, if the time said vehicle or animal is standing during any one day shall exceed the time hereinabove specified, unless in the interval or intervals, the said vehicle or animal was moved for the bona fide purpose of travel and not merely

for the purpose of attempting to evade this Ordinance. All carriages, wagons, carts, drays and other vehicles upon their stands by the authority of the Mayor shall be considered as in use under this section. Provided, however, that it shall be lawful for the Board of Estimates to prescribe certain streets, or portions of streets, or other public places, in which vehicles may be permitted to stand when not in actual use for such periods of time, upon such terms and under such circumstances as may seem to said Board expedient and proper. Every person violating this Ordinance shall be subject to a penalty of Three Dollars (\$3.00) for each and every offense, to be collected as other fines imposed by ordinance, and both the owner and the person in charge of any such vehicle or animal shall be liable to the fine hereby imposed. Provided that physicians shall be allowed to permit their vehicles to stand in the public highways near to any house or hospital containing any patient they may be visiting, so long as may be reasonably required by their professional attendance upon said patient; and, in like manner, undertakers shall be permitted to stand their vehicles so long as may be reasonably necessary in the public highways, near to any building in which there is any dead body they are engaged to bury; said vehicles, however, of said physicians and undertakers to be so placed in the public highways as to cause as little inconvenience as possible to the traveling public.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved October 21, 1916.

JAMES H. PRESTON, *Mayor*.

No. 187.

An ordinance granting permission to the North Avenue Casino Company of Baltimore City and its assigns, to construct, remodel and convert the Casino Building on E. North Avenue between Charles and St. Paul Streets for the exhibition of moving picture shows, vaudeville and theatrical performances.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission be, and the same is hereby granted to the North Avenue Casino Company of Baltimore City and its assigns to construct, remodel and convert the premises known as the Casino on the North side of E. North Avenue between Charles and St. Paul Streets, the said remodeled, and converted building to be used for the exhibition of moving pictures, vaudevilles and theatrical performances; the said building to be approximately seventy-five feet on North Avenue, with a depth of three hundred and three feet to Twentieth Street; the North Avenue front of said building to be remodeled for store purposes; the improvements to be constructed under the supervisions of the Inspector of Buildings of Baltimore City in accordance with the building laws of said City.

SECTION 2. *And be it further ordained*, that this Ordinance shall take effect from the date of its passage.

Approved October 24, 1916.

JAMES H. PRESTON, *Mayor*.

No. 188.

An ordinance granting permission to The Southern Amusement Company to construct new buildings on the lot on the West side of Light Street and the South side of Poultney Street, fronting about seventeen feet on the West side of Light Street commencing at a point distant about sixty-three feet South of Poultney Street, with an irregular depth of about two hundred and eighteen feet, and an irregular width of from about seventeen feet to one hundred and nineteen feet, for the exhibiting of Moving Picture Shows.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to The Southern Amusement Company, a body corporate, to construct new buildings on the lot on the west side of Light Street, beginning at a point about sixty-three feet south of Poultney Street, running thence south about seventeen feet; thence westerly about forty feet; thence southerly about two feet; thence westerly about fifty-two feet; thence southerly about forty feet; thence westerly about one hundred and twenty-six feet; thence northerly about fifty-seven feet; thence easterly about eighteen feet; thence northerly about sixty feet to Poultney Street; thence easterly along the south side of Poultney Street about seventy-three feet; thence southerly about sixty feet; thence easterly about one hundred and twenty-two feet to the place of beginning; said new buildings to be used for the exhibiting of moving picture shows, and to be constructed under the supervision of the Inspector of Buildings of Baltimore City in accordance with the building laws of said City.

Approved October 24, 1916.

JAMES H. PRESTON, *Mayor*.

No. 189.

An ordinance providing for the sale of the School House and Lot known as School No. 111, situated at the southeast corner of Bond Street and Ashland Avenue, same being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the Comptroller be and he is hereby authorized to sell by public or private sale, in accordance with the provisions of Section 13 of the Charter, the lot of ground and improvements situated at the southeast corner of Bond Street and Ashland Avenue, heretofore used for school purposes and known as School No. 111, the same being no longer needed for public use.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved November 4th, 1916.

JAMES H. PRESTON, *Mayor*.

No. 190.

An ordinance in pursuance of the proviso in Section 1 of the Act of 1916, Chapter 670, devolving upon the Supervisors of City Charities of Baltimore City the duties imposed by said Act upon the Board for Mothers' Relief of Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that in pursuance of the discretion reserved to the Mayor and City Council of Baltimore by the proviso in section 1 of the Act of 1916, Chapter 670, the Mayor and City Council of Baltimore does hereby devolve upon the Supervisors of City

Charities of Baltimore City all the duties imposed by said Act of 1916, Chapter 670, upon the Board of Mothers' Relief of Baltimore City, and the said Supervisors of City Charities of Baltimore City are hereby authorized and directed to perform the duties provided by said Act to be performed by the Board for Mothers' Relief of Baltimore City.

SECTION 2. *And be it further ordained*, that this Ordinance shall take effect from the date of its passage.

Approved November 8th, 1916.

JAMES H. PRESTON, *Mayor*.

No. 191.

An ordinance granting permission to David Kemper to enclose with glass, porches now in the rear of premises Nos. 2426-2428 Eutaw Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to David Kemper to enclose with glass, the porches, twenty feet by six feet, now in the rear of the premises Nos. 2426-2428 Eutaw Place; said enclosure to be erected under the supervision of the Inspector of Buildings of Baltimore City and in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, that this Ordinance shall take effect from the date of its passage.

Approved November 16, 1916.

JAMES H. PRESTON, *Mayor*.

No. 192.

An ordinance Repealing and Reordaining with Amendments Section 116 of Article 35 of the Baltimore City Code of 1906.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that Section 116 of Article 35 of the Baltimore City Code of 1906 be, and the same is hereby repealed and reordained, with amendments, so as to read as follows:

116. It shall not be lawful for any person, firm, or corporation to mix mortar, cement or concrete, or to cause mortar, cement or concrete, to be mixed on any sheet asphalt, block asphalt or any improved pavement on any street, lane or alley in the city, unless the said pavement is protected by a platform constructed to the satisfaction of the Highways Engineer; nor shall it be lawful for any person, firm or corporation to make any fire or cause any fire to be made on any sheet asphalt, block or any improved or cobble-stone pavement on any street, lane or alley in the city; nor shall it be lawful for any person, firm or corporation to cause or permit kerosene, coal oil, naphtha, benzine or any other oil or lubricating or illuminating fluid to fall or flow on or over any sheet asphalt, block asphalt, or other bituminous pavement on any street, lane or alley in the city; nor shall it be lawful for any oil tank wagon or other vehicle conveying oil to pass on any sheet asphalt, block asphalt or other bituminous pavement on any street, lane or alley in the city, unless there is a pan to catch the drip of the spigot or spigots or other device or devices for drawing, measuring or delivering oil; nor shall it be lawful to place any stick, trestle or other supporting device

bearing any weight whatsoever for any purpose upon any sheet asphalt, block asphalt or other bituminous pavement on any street, lane or alley in the City, unless the said stick, trestle or other supporting device shall have a flat base resting upon the pavement of not less than 144 square inches, under a penalty not exceeding ten dollars for each and every offence.

Approved November 16, 1916.

JAMES H. PRESTON, *Mayor*.

No. 193.

An ordinance granting permission to The Lewis Waggoner Company, a body corporate, to erect and maintain an open shed and lumber yard at Wolfe and Thames Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to The Lewis Waggoner Company, a body corporate, to erect and maintain a frame shed on the premises twenty feet from Wolfe Street and sixty feet from Thames Street building line in the lumber yard there situate; said shed to be of wooden construction, and to have slag roofing, and to be thirty feet front, twenty feet deep, sixteen feet high on the front, and fourteen feet four inches high on the rear. Said frame shed to be erected under the supervision of the Inspector of Buildings of Baltimore City, and to be used for storage of lumber.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved November 16, 1916.

JAMES H. PRESTON, *Mayor*.

No. 194.

An ordinance to ordain Section 14 of Article 41 of the Baltimore City Code of 1906, in order to correct an error in codifying the same.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that Section 14 of Article 41 of the Baltimore City Code of 1906, the same being ineffective in its present form because of an error in the codifying thereof, be and it is hereby ordained to read as follows:

14. Upon the approval of the Mayor, the Collector of Water Rents and Licenses shall have full power and authority to refuse to grant licenses under the provisions of this Article, and also, when directed by the Mayor, shall have full power and authority to revoke any license granted by virtue of this Article.

Approved November 17, 1916.

JAMES H. PRESTON, *Mayor*.

No. 195.

An ordinance granting permission to the Mann & Parker Lumber Company to extend the present frame shed in the rear of 612-16 President Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to the Mann and Parker Lumber Company to extend the present frame shed in the rear of 612-16 President Street, size forty-eight feet long, sixteen feet wide and thirty-two feet high; the roof to be of fire proof material. Shed to be used for lumber protection. To be erected under the

supervision of the Inspector of Buildings of Baltimore City in accordance with the requirements of the building laws of said City.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved December 4, 1916.

JAMES H. PRESTON, *Mayor*.

No. 196.

An ordinance providing for the Acquisition, by purchase or condemnation, of a certain Lot of Ground at the Southeast corner of Baker Street and Moreland Avenue, for an addition to Easterwood Park, and providing for the Assessment of Benefits on account of said Improvement.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Park Commissioners be and they are hereby authorized and directed to acquire, in the name of the Mayor and City Council of Baltimore, by purchase if the same can be obtained at a reasonable price, and, if not, then by condemnation, the lot of ground lying between the present limits of Easterwood Park on the south and east, and Baker street on the north, and Moreland avenue on the west, to be used as an addition to Easterwood Park. And the City Solicitor is hereby authorized and directed to take such proceedings as may be requisite for the purpose of acquiring said lot of ground.

SECTION 2. *And be it further ordained*, That upon the acquisition of the lot of ground referred to in said Section 1, either by purchase

or condemnation the Commissioners for Opening Streets be and they are hereby authorized and directed to proceed to assess all the ground and improvements within and adjacent to the city, the owners of which, as such, the said Commissioners shall decide and deem to be directly benefited by accomplishing the object authorized by this ordinance: and, in assessing said benefits, the procedure of the said Commissioners and the rights and remedies of all parties assessed, including the right of appeal from the action of said Commissioners, shall be the same as, under the existing law, applies in the case of assessment of benefits for the opening or widening of a public highway. In the event that the direct benefits assessed in pursuance of this Section shall not be equal to the expense of acquiring said lot, as provided in Section 1 hereof, the balance of said expense shall be provided for in the appropriation in the Ordinance of Estimates for 1917 to the Board of Park Commissioners, out of any fund available for that purpose.

Approved December 4th, 1916.

JAMES H. PRESTON, *Mayor*.

No. 197.

An ordinance authorizing the Board of Estimates to acquire by condemnation for the purpose of a civic center, any or all property within the square bounded by Holiday, Lexington, Gay and Fayette Streets, not already acquired by the City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that, for the purpose of carrying out the Civic Center Plan as

authorized by Ordinance No. 576, approved February 16th, 1915, the Board of Estimates be, and they are hereby authorized to acquire by condemnation any property or properties within the square bounded by Holiday, Lexington, Gay and Fayette Streets, which has not been already acquired, or which the said Board may be unable to acquire by purchase at a reasonable price, as authorized by said Ordinance No. 576, of February 16th, 1915.

Approved December 4, 1916.

JAMES H. PRESTON, *Mayor*.

No. 198.

An ordinance to empower the Mayor to join with the Board of Trustees of the McDonogh Educational Fund and Institute in the execution and delivery to James S. Woodside, his personal representatives and assigns, of a deed of assignment of an undivided one-third part or interest of and in a lot of ground bounding on Fort Avenue, in the City of Baltimore, thereby extinguishing one-third part of the yearly sub-rent of nine hundred and fifty dollars reserved in and by a sub-lease of said lot of ground from Thomas W. Berry to said Woodside and others, recorded among the Land Records of Baltimore City in Liber G. R. No. 370, folio 131, &c., upon the payment or tender to the Mayor of the sum of five thousand dollars, and all accrued and accruing rent to the time of such payment or tender, as provided for in a covenant by said trustees and others, with said Woodside, recorded among the aforesaid Land Records in Liber S. C. L. No. 2917, folio 281, &c.

WHEREAS by a deed of sublease dated the 20th day of March, 1868, recorded among the Land Records of Baltimore City in Liber G. R. No. 370, folio 131, &c., the lot of ground bounding on Fort Avenue in the City of Baltimore therein described, was sub-leased by Thomas W.

Berry, for all the residue, save one year, of the term of years then to come and unexpired therein, unto James S. Woodside, William A. R. Griffith and Oliver Hoblitzell, at and for the yearly rent of nine hundred and fifty dollars; and it was therein agreed between the parties to said sub-lease, that upon the payment by the said sublessees of the original rent of fifty dollars per annum, issuing out of said property, the same should be credited upon the aforesaid rent of nine hundred and fifty dollars; which said lease also contains a covenant on the part of said lessor, his executors, administrators and assigns, upon the payment or tender to him or them of the sum of Fifteen Thousand dollars, and all accrued and accruing rent to the time of such payment or tender, within the period therein mentioned, to execute to the lessees, their executors, administrators or assigns, a deed of assignment of said lot of ground, subject to the original rent of fifty dollars, so that nine hundred dollars of the rent reserved by said sub-lease should be thenceforth extinguished, provided that six months' notice of their intention to redeem had been given by said lessees;

AND WHEREAS, after sundry mesne assignments thereof, the sub-reversion on said lot of ground, and the incident yearly sub-rent reserved by said sublease, having become vested in Charlotte M. Thompson, The Board of Trustees of the McDonough Educational Fund and Institute, and the Baltimore Equitable Society for insuring houses from loss by fire, in the respective proportions of one undivided third part thereof in each of them, they, the said owners of said subreversion and sub-rent, by their covenant, dated the 30th day of June, 1914, recorded among the aforesaid Land Records in Liber S.

C. L. No. 2917, folio 281, &c., covenanted for themselves, their representatives and assigns, with the said James S. Woodside, then and now the owner in severalty of and in said sub-leasehold estate and interest in said lot of ground, upon the payment or tender of the sum of Fifteen thousand dollars, to be equally divided amongst them, together with all rent in arrear and accruing to the date of such payment or tender, to execute and deliver or cause to be executed and delivered unto the said James S. Woodside, his executors, administrators or assigns, a good and sufficient deed of assignment of the aforesaid lot of ground, free from the payment of nine hundred dollars per annum of the aforesaid yearly rent of nine hundred and fifty dollars, and subject only to the payment of the yearly rent of fifty dollars. Provided, however, that thirty days' notice in writing of his or their intention to make such payment should have been given by said covenantee to said covenantors before such payment or tender;

AND WHEREAS the said James S. Woodside, prior to the first day of July, 1916, gave thirty days' written notice to said Trustees of the McDonogh Educational Fund and Institute of his intention to make payment for their said one-third part of said rent in compliance with the terms of said covenant;

AND WHEREAS the Board of Trustees of the McDonogh Educational Fund and Institute, by its Resolution passed in the month of July, 1916, has requested the Mayor and City Council of Baltimore to pass such an Ordinance as may be necessary to empower the Mayor to unite with said Board of Trustees in the execution and de-

livery to said Woodside of such a deed of assignment as may be necessary in compliance with the terms of said covenant, *now therefore*:

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Mayor be and he is hereby authorized and empowered, upon the payment or tender to him by the said James S. Woodside, his executors, administrators or assigns, of the sum of Five thousand dollars, lawful money, together with all rent in arrear, and a pro rata portion of rent accruing to the date of such payment or tender and not before to unite with the Board of Trustees of the McDonogh Educational Fund and Institute in the execution and delivery to the said James S. Woodside, his executors, administrators or assigns of an undivided one-third part of interest of and in the above mentioned lot of ground free from the payment of one-third part of nine hundred dollars per annum of the aforesaid yearly rent of nine hundred and fifty dollars, and that James F. Thrift, the City Comptroller, be and he is hereby constituted the attorney in fact of the Mayor and City Council of Baltimore, to appear before any officer competent to take acknowledgments of deeds, and is hereby directed to acknowledge said deed as the act of the Mayor and City Council of Baltimore, when presented to him for that purpose by the Mayor.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved December 4, 1916.

JAMES H. PRESTON, *Mayor*.

No. 199.

An ordinance providing for the sale to the Lyon Cypress Lumber Company in the City of New Orleans, State of Louisiana, of certain real estate situated in th Parish of Livingston, State of Louisiana, held by the Mayor and City Council of Baltimore in trust for the McDonogh Educational Fund and Institute.

WHEREAS, John McDonogh, late of the City of New Orleans in the State of Louisiana by his last Will and Testament devised to the Mayor and City Council of Baltimore and the City of New Orleans as joint legatees certain lands in the Parish of Livingston, State of Louisiana, and a patent for said lands was issued by the United States Government, under patent number 292904, to said Cities, dated September 20, 1912, and recorded on October 31, 1912, in Book No. 26, folio 535 of the Parish of Livingston, State of Louisiana.

AND WHEREAS, the Trustees of the McDonogh Educational Fund and Institute have agreed to sell, subject to the approval of the Mayor and City Council of Baltimore, to the Lyon Cypress Lumber Company in the City of New Orleans, and State of Louisiana, at and for the sum of Ten hundred and twenty-six dollars (\$1026) cash, the undivided one-half interest in and to said lands acquired as aforesaid under the Last Will and Testament of the said John McDonogh, said land being described as follows:

An undivided one-half interest in and to certain lands situated in the Parish of Livingston, State of Louisiana, being the east half of the northeast quarter and the east half of the southeast quarter of Section Six in Township Eight South of Range Four East, and the northwest quarter of the northwest quarter of Section Thirty-Six in Township Seven South of Range

Three East of the St. Helena Meridian, Louisiana, containing two hundred five and twenty-hundredths (205.20) acres, according to the official Plats of the survey of the said tracts of land, returned to the General Land Office of the United States by the Surveyor General.

AND WHEREAS the said Trustees of the McDonogh Educational Fund and Institute have ascertained and report that the said sum of Ten hundred and twenty-six dollars (\$1026.00) is the best price that can be obtained for said property and recommend that the sum be accepted, being the full value of said land.

SECTION 1. *Now, therefore, be it enacted and ordained by the Mayor and City Council of Baltimore* that the above recited offer of the Lyon Cypress Lumber Company of the sum of Ten hundred and twenty-six dollars (\$1026.00) for the land above referred to be and the same is hereby accepted and the Mayor is hereby authorized and empowered to execute and deliver to the said Lyon Cypress Lumber Company upon the receipt from it of the said sum of Ten hundred and twenty-six dollars (\$1026.00), and not before, a good and sufficient deed for the conveyance to it, the said Lyon Cypress Company of the said property situated as aforesaid in the Parish of Livingston, State of Louisiana, of the title and interest of the Mayor and City Council of Baltimore therein; and James F. Thrift, the City Comptroller, is hereby constituted the Attorney in fact of the Mayor and City Council of Baltimore to appear before any officer competent to take acknowledgments of deeds and is hereby directed to acknowledge said deed as the act of the Mayor and City Council of Baltimore when presented to him for that purpose.

SECTION 2. *Be it further enacted and ordained* that this ordinance shall take effect from the date of its passage.

Approved December 4, 1916.

JAMES H. PRESTON, *Mayor*.

No. 200.

An ordinance to repeal and re-ordain, with amendments, Ordinance No. 144 of May 22, 1916, providing for the sale of a lot of ground at the northwest corner of Poplar Grove and Presstman Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that Ordinance No. 144 of May 22, 1916, entitled—"An Ordinance authorizing the sale of a lot of ground at the northwest corner of Poplar Grove Street and Presstman Street," be and the same is hereby repealed and re-ordained, with amendments, so as to read as follows:

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the Comptroller of Baltimore City be and he is hereby authorized to sell the fee simple lot of ground at the northwest corner of Poplar Grove and Presstman Streets, fronting 87 feet on Poplar Grove Street and running back, with an even width, westerly 100 feet on Presstman Street to the south side of a ten foot alley, said property being no longer needed for public purposes. Said sale to be made by public auction or by private sale, in the manner required by Section 13 of the Charter, and in compliance therewith.

Approved December 4, 1916.

JAMES H. PRESTON, *Mayor*.

No. 201.

An ordinance entitled "The Ordinance of Estimates for the year 1917."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the following amounts are hereby appropriated for the "Departmental Estimates," "Estimates for New Improvements" and "Estimates for Annual Appropriations" of the Mayor and City Council of Baltimore for the year 1917:

LIST NO. 1—"DEPARTMENTAL ESTIMATES."

APPEAL TAX COURT.

Salaries.	\$74,940 00
Expenses:	
Miscellaneous.	\$88,475 00
Purchase of totalizers (to be expended, only, upon written order of Board of Estimates).	16,887 98
	25,362 98
Total.	\$100,302 98

BOARD OF FIRE COMMISSIONERS.

Salaries.	\$785,707 50
Expenses:	
Care of horses.	\$24,178 00
Equipment and repairs.	21,800 00
Hose.	11,000 00
Fuel and light.	23,500 00
Fire alarm telegraph system.	14,530 50
Pumping Station, fuel and oils.	29,000 00
Fire Boat, fuel and oils.	6,500 00
Pipe line system repairs.	1,000 00
Miscellaneous expenses.	26,266 00
Firemen's regular pensions.	35,000 00
	192,774 50
Pensions, firemen's widows.	7,700 00
Total.	\$986,182 00

BOARD OF PARK COMMISSIONERS.

Office salaries.	\$5,608 00
Office expenses.	2,100 00
Parks and squares, salaries.	287,599 00
Parks and squares, expenses.	199,570 00
Interest and sinking fund:	
Interest.	\$83,000 00
Sinking fund.	8,800 00
	91,800 00
Total.	
	\$586,677 00

BOARD OF POLICE COMMISSIONERS.

Salaries.	\$1,236,472 00
Expenses.	91,991 75
Police pensions, regular.	30,369 77
Total.	\$1,358,833 52

BOARD OF POLICE EXAMINERS.

Salaries.	\$4,800 00
Expenses.	1,302 00
Total.	\$6,102 00

BOARD OF SCHOOL COMMISSIONERS.

Expense of instruction:

General administration—

Salaries.	\$9,200 00
Expenses.	4,200 00

Day Schools—

Salaries.	1,773,040 00
Stationery and class room supplies.	40,000 00
Free text-books and material of instruction (estimated to be received from State of Maryland)	71,250 69
Field day, white and colored.	300 00
State High Fund. (estimated to be received from the State of Maryland)	10,000 00
Commencements.	1,200 00
Advertising.	500 00

Amount carried forward. \$1,909,690 69

ORDINANCES.

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Amount brought forward.....	\$1,900,630 63
Cooking supplies.	4,000 00
Manual training supplies.....	4,000 00
Night Schools—	
Salaries.	24,105 00
Expenses.	4,000 00
Summer schools (vacation classes).....	8,000 00
Parental school.	10,000 00
Supply warehouse.	5,000 00
Expense of operation of school plants:	
Wages of employees, engineers, etc.....	162,365 00
Janitors' supplies, gas, electric light and power.....	19,000 00
Fuel.	71,900 00
Expense of maintenance of school plants:	
Repairs and replacements of equipment, etc.....	39,550 00
Moving portable schools.....	2,000 00
Miscellaneous expenses:	
For the wider use of school buildings.....	500 00
Cadet corps.	1,000 00
Rent.	12,000 00
Other expenses.	6,900 00
Equipping school buildings:	
Equipping new buildings rear of No. 47 School.....	8,000 00
Equipping Teachers Training School (State Normal School).	8,700 00
Equipping Carroll Mansion.....	5,500 00
Teachers' Retirement Fund.	16,000 00
Intestate estates (to be expended only upon written order of Board of Estimates).....	7,799 45
Total.....	\$2,330,610 14

BUREAU OF DRAFTING.

(Under Direction of Board of Estimates.)

Salaries.	\$26,450 00
Expenses.	2,050 00
Total.....	\$28,500 00

BUREAU OF MINOR PRIVILEGES.

(Under Direction of Board of Estimates.)

Salaries.	\$9,600 00
Expenses.	3,100 00
Total.	<u>\$12,700 00</u>

CHIEF ENGINEER.

Salaries.	\$9,100 00
Expenses.	150 00
Total.	<u>\$9,250 00</u>

CITY COLLECTOR.

Salaries.	\$80,620 00
Expenses.	13,439 00
Total.	<u>\$94,059 00</u>

CITY LIBRARIAN.

Salaries.	\$6,122 00
Expenses.	28,415 00
Advance purchase account (to be expended only upon written order of Board of Estimates)	2,000 00
Total.	<u>\$36,537 00</u>

CITY PURCHASING AGENT.

(Under Direction of Board of Awards.)

Salaries.	\$5,484 00
Expenses.	450 00
Deficit, 1916.	2,215 11
Total.	<u>\$8,149 11</u>

CITY REGISTER.

Salaries.	\$13,800 00
Expenses.	1,900 00
Advertising laws.	1,200 00
State tax on city loans.	970 00
Ground rents on city property.	45,300 00
Enoch Pratt Free Library, deficiency in income.	2,501 41
Commissioners of Finance, expense.	2,000 00
Interest on stock debt (also certain water loans' interest is under "Water Works" and certain park loans' interest is under "Parks")	3,250,038 00
Total.	\$3,317,769 41

CITY SURVEYOR.

Salaries.	\$3,000 00
Expenses.	200 00
Total.	\$3,200 00

COLLECTOR OF WATER RENTS AND LICENSES.

Salaries.	\$30,800 00
Expenses.	4,355 00
Licenses.	2,600 00
Interest on water loans.	216,253 34
Sinking fund on Water Loan of 1943.	23,250 00
Total.	\$277,318 34

COMMISSIONERS FOR OPENING STREETS.

Salaries.	\$8,100 00
Expenses.	2,000 00
Total.	\$10,100 00

COMMISSIONER OF HEALTH.

Salaries :	
Office.	\$16,750 00
Communicable diseases and nuisances.	37,380 00
Amount carried forward.	\$54,130 00

Amount carried forward.....	\$54,130 00
Sydenham Hospital.	12,080 00
Tuberculosis.	23,740 00
Child hygiene.	12,000 00
Plumbing Division.	25,020 00
Tenement house inspection.....	3,000 00
Vital statistics.	5,580 00
Morgue autopsies.	3,920 00
Dairy and food inspection and chemical laboratory..	32,320 00
Bacteriological laboratory.	10,930 00
Total salaries.....	\$182,720 00
Expenses:	
Sydenham Hospital.	\$20,525 00
Disinfectants, fumigation, etc.....	4,000 00
Antitoxin.	3,000 00
Vaccine virus.	1,000 00
Prevention of infectious diseases.....	5,000 00
Nursing division expense.....	3,000 00
Tuberculosis dispensary expense.....	3,000 00
Morgue and city burials.....	1,500 00
Dairy farm inspection of milk.....	3,360 00
Chemical laboratory.	2,000 00
Bacteriological laboratory.....	5,500 00
Livery and transportation.....	4,528 00
Incidentals.	2,200 00
Printing annual report.....	1,800 00
Care of city patients, medicine, etc.....	350 00
Postage, etc.	2,800 00
Maintenance and expenses of automobiles, motor trucks and motorcycles.....	5,680 00
Abatement of nuisances.	3,000 00
Pulmotors.	300 00
Purchase of auto wagons and trucks.....	3,420 00
Emergency fund (to be spent, if necessary, for prevention of epidemics upon written approval of Board of Estimates.....	50,000 00
Total expenses.	125,963 00
Total.....	\$308,683 00

COMMISSIONER OF STREET CLEANING.

Salaries.	\$26,740 00
Incidental expenses.	2,720 00
Street carts and men.	136,890 00
Sweepers.	256,230 00
Foremen.	19,188 00
Sweeping machines, sprinklers and washing machines. .	69,634 00
Cleaning sewers and inlets.	35,106 00
Tools, repairs, etc.	11,085 00
Collection of ashes and garbage.	237,057 72
Removal of garbage.	74,750 00
Removal and final disposition of non-perishable waste. .	25,000 00
Emergency fund (to be expended by permission of the Mayor upon request by the Commissioner of Street Cleaning for removal of snow, ice, etc.)	10,000 00
Market cleaning.	10,840 00
Extermination of mosquitoes, rats, flies, etc., (to be ex- pended upon written order of the Board of Estimates). .	35,000 00
Total.	\$950,240 72

COMPTROLLER.

Office salaries.	\$20,360 00
Office expenses.	2,500 00
Assistant market masters and market employees, salaries. .	11,456 00
Broadway Pier, salaries.	4,686 00
Broadway Pier, expenses.	1,500 00
Inspectors of weights and measures, salaries.	10,620 00
Inspectors of weights and measures, expenses.	2,400 00
Harbor masters, salaries.	13,764 00
Harbor masters, expenses.	2,240 00
Public comfort station in markets, salaries.	6,514 00
Public comfort stations in markets, expenses.	3,275 00
Insurance on city property.	1,000 00
Total.	\$80,315 00

COURTS.

Court bailiffs, stenographers, probation officers, etc., sal- aries.	\$61,400 00
Supreme Bench, salaries.	5,000 00
Amount carried forward.	\$66,400 00

Amount brought forward.....	\$66,400 0
Supreme Bench. expenses.....	1,430 0
Orphans' Court. salaries.....	10,016 0
Orphans' Court. expenses.....	100 0
Juvenile Court. salaries.....	11,700 0
Juvenile Court. expenses.....	775 0
Magistrates. salaries.	21,250 0
Trust Department. Supreme Bench. expenses.....	200 0
People's Court. salaries.....	40,600 0
People's Court. expenses.....	1,000 0
Grand jurors.	9,000 0
Petit jurors.	43,300 0
For the payment of such fees and expenses of the Clerks of the Courts, State's Attorney, and the Sheriff, as are properly payable by the City.....	\$5,723 6
Total.....	\$291,494 6

DEPARTMENT OF LEGISLATIVE REFERENCE.

Salaries.	\$3,140 0
Expenses.	700 0
Total.....	\$3,840 0

DIARY CITY COUNCIL.

Salaries.	\$47,750 0
Expenses.	11,740 0
Total.....	\$59,490 0

ELECTRICAL COMMISSION.

To be taken from tax levy:

Operating and maintaining completed conduits—

Salaries.	\$8,950 0
Expenses.	2,275 0

Total.....	\$11,225 0
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FREE PUBLIC BATH COMMISSION.

Salaries.	\$53,616 20
Expenses.	29,200 00
Total.	<u>\$82,816 20</u>

HARBOR BOARD.

Salaries:	
Office.	\$5,650 00
Dredging.	4,420 00
Tug Baltimore.	6,240 00
Ice Boat Latrobe.	4,800 00
Ice Boat Annapolis.	2,835 00
Repairs to Wharves.	2,100 00
Removal of ashes.	600 00
Hanover Street Bridge, crew.	6,040 00
Public wharves and docks.	9,280 00
Total salaries.	<u>\$41,965 00</u>

Expenses:	
Incidentals.	\$1,000 00
Dredging harbor.	43,800 00
Tug Baltimore.	3,000 00
Ice Boats.	13,800 00
Repairs to wharves, piers and bulkheads.	30,800 00
Removal of ashes.	500 00
Removal of floating matter.	2,165 00
Special Harbor Fund (to be expended only upon written order of Board of Estimates).	10,000 00
Hanover Street Bridge.	1,700 00
Motor vehicle headlight inspection.	200 00

Total expenses.	<u>106,965 00</u>
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Total.	<u>\$148,930 00</u>
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HIGHWAYS ENGINEER.

Salaries:	
Office.	\$40,010 00
Private paving and inspection.	5,400 00
Amount carried forward.	<u>\$45,410 00</u>

Amount brought forward.....		\$45,410 00
Municipal laboratory.....	9,300 00	
Bureau of Complaints and Information.....	2,016 00	
Footways and sewer connections.....	9,240 00	
Municipal Garage.	6,880 00	
Maintenance and operation of Sewage Disposal Plant.	13,776 00	
Maintenance and operation of Sewage Pumping Station.	28,647 50	
Maintenance and operation sanitary and storm water systems.	20,450 00	
Maintenance of property yard.....	2,340 00	
Total salaries.....		\$138,059 50
Expenses:		
Livery and transportation.....	\$5,500 00	
Incidentals.	1,800 00	
Advertising—		
Miscellaneous.	\$500 00	
Grade establishments.	700 00	
	1,200 00	
Bureau of Complaints and Information....	600 00	
Municipal laboratory.	2,200 00	
Maintenance of property yards.....	600 00	
Footway crossings.	500 00	
Paving and repairing cross streets.....	35,000 00	
Paving footways in front of city property.	20,000 00	
Paving, repaving, resurfacing and improvements roads and streets (from Commissioner of Motor Vehicles, estimated \$160,000.00; from tax levy, \$205,000.00; total, \$365,000.00) to be expended as follows:		
Labor.	\$160,000 00	
Material.	90,000 00	
Improvements.	45,000 00	
Sheet asphalt repairs.....	70,000 00	
	365,000 00	
Maintenance of bridges and culverts.....	26,500 00	
Laying dust and preserving macadam roads.	12,000 00	
Emergency fund (to be expended only upon written order of Board of Estimates)..	10,000 00	
Amounts carried forward.....	\$480,900 00	\$138,059 50

Amounts brought forward.....	\$480,900 00	\$138,059 50
City forester (to be expended only upon written order of Board of Estimates) ..	11,000 00	
Paving private alleys.....	40,000 00	
Paving private footways.....	15,000 00	
Maintenance and operation Sewage Disposal plant:		
Labor.	\$28,000 00	
Supplies.	5,000 00	
Repairs and renewals.....	3,750 00	
New machinery.	1,100 00	
		37,850 00
Maintenance and operation Sewage Pumping Station.	18,550 00	
Maintenance and improvements Sanitary and Storm Water Systems:		
Labor.	\$43,400 00	
Materials and supplies.....	6,000 00	
Expense and transportation..	2,900 00	
		52,300 00
Total expenses.....		655,600 00
Total.....		\$793,659 50

INSPECTOR OF BUILDINGS.

Salaries.	\$55,400 00
Accidentals.	575 00
Transportation.	5,000 00
Repairs, City Hall.....	15,000 00
Repairs, Health Department.....	1,000 00
Repairs, City Hall Annex No. 2.....	500 00
Repairs, Court House.....	4,000 00
Contingencies, (to be expended only upon written order of the Board of Estimates).....	20,000 00
Repairs, Police Station Houses.....	5,000 00
Repairs, Fire Department.....	15,000 00
Repairs, Sydenham Hospital.....	1,500 00
Repairs, Morgue.	100 00
Amount carried forward.....	\$123,135 00

Amount brought forward.....	\$123,135 00
Emptying cesspools.	100 00
Repairs, Street Cleaning Department, stables.....	7,500 00
Repairs, Bay View.....	7,000 00
Repairs, City Jail.....	5,000 00
Repairs, Markets.	9,000 00
Repairs, Schools.	75,000 00
Alterations for School Board.....	10,000 00
Total.....	\$236,735 00

LAW DEPARTMENT.

Salaries.	\$28,140 00
Expenses.	5,000 00
Judgments and suits.	20,000 00
Total.....	\$53,140 00

LIQUOR LICENSE COMMISSION.

Salaries.	\$13,500 00
Expenses.	3,135 00
Total.....	\$16,635 00

MAYORALTY.

Salaries.	\$12,000 00
Expenses.	7,848 00
Total.....	\$19,848 00

MISCELLANEOUS GENERAL EXPENDITURES.

Contingent Fund.	\$50,000 00
Coroners.	9,000 00
Board of Estimates.....	4,780 00
Convention Bureau.	5,000 00
Municipal Band.	10,000 00
Baltimore 'Symphony Orchestra.....	6,000 00
Amount carried forward.....	\$84,780 00

ORDINANCES.

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Amount brought forward.....	\$84,780 00
Board of Public Improvements.....	600 00
Transportation to the House of Correction.....	750 00
Enoch Pratt Free Library, equipment and maintenance of branch libraries already established.....	49,000 00
Care of habitual drunkards.....	3,000 00
Special medical examinations.....	500 00
Municipal Telephone Exchange.....	17,600 00
Audit of city's accounts for 1916.....	7,245 00
Supervisor of Assessments.....	2,400 00
Advertising advantages of Port of Baltimore and ex- penses of campaign for annexation (to be expended only upon written order of Board of Estimates).....	20,000 00
Statue to Ex-Governor William Pinkney Whyte.....	5,000 00
Musie, Convention and Exhibition Hall, in connection with Fourth Regiment Armory or otherwise (to be ex- pended only upon written order of Board of Esti- mates).	200,000 00
Municipal Hospital (estimated proceeds from sale of Quarantine to be reserved for this or some other mu- nicipal purposes) (to be expended only upon written order of Board of Estimates).....	176,000 00
To pay for the installation of sewers, etc., during 1916 by the Paving Commission in advance of improved paving.	20,000 00
Acquisition of lot for Public Library, vicinity of Branch No. 11, (to be expended only upon written order of Board of Estimates).	10,000 00
Total.....	\$596,875 00
MUNICIPAL FACTORY SITE COMMISSION.	
Salaries.	\$4,060 00
Expenses.	9,140 00
Total.....	\$13,200 00
SUPERINTENDENT OF LAMPS AND LIGHTING.	
Salaries.	\$20,804 00
Incidentals.	300 00
Amount carried forward.....	\$21,104 00

Amount brought forward.....	\$21,104 00
Gas Lighting and Maintenance.....	235,565 50
Electric Lighting and Maintenance.....	390,325 00
Naphtha Lighting and Maintenance.....	10,875 00
Total.....	\$657,869 59

SUPERINTENDENT OF PUBLIC BUILDINGS.

Salaries, City Hall.....	\$19,940 00
Expenses, City Hall.....	5,600 00
Salaries, City Hall Annexes.....	7,560 00
Expenses, City Hall Annexes.....	4,950 00
Salaries, Court House.....	36,160 00
Expenses, Court House.....	5,000 00
Salaries, People's Court.....	2,880 00
Expenses, People's Court.....	1,850 00
Total.....	\$84,540 00

SUPERVISORS OF CITY CHARITIES.

Office:

Salaries.	\$10,000 00
Expenses.	1,700 00

Outdoor Relief:

Dispensary Service.	16,000 00
Transportation of the Poor.....	1,000 00
Temporary care of Homeless Men.....	2,000 00
Destitute and Neglected Children.....	27,000 00
City Patients in Hospitals.....	94,000 00
Care of Insane.....	211,000 00
Maryland Workshop for the Blind.....	5,000 00
Bay View Asylum:	
Salaries.	77,718 00
Expenses:	
Provisions.	105,000 00
Fuel and light.....	35,000 00
Clothing and bedding.....	12,389 00

Amount carried forward.....	\$597,807 00
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ORDINANCES.

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Amount brought forward.....	\$597,807 00
Drugs and hospital supplies.....	13,000 00
Purchase of horses and cows.....	1,000 00
General expense, minor repairs and miscellaneous.....	30,000 00
Additional equipment for Tuberculosis Hospital....	1,500 00
Laboratory supplies.	1,000 00
Reformatories.	127,200 00
For the establishment and maintenance of the Board of Mothers' Relief for Baltimore City (Chapter 670, Section 10, Acts of 1916).....	10,000 00
To be expended for survey of the causes and the amelioration of poverty, indexing and systematizing the report of charities, (appropriated for the year 1917 only, and not to be continued).....	5,000 00
Total.....	\$786,507 00

SUPERVISORS OF ELECTION.

Salaries.	\$18,800 00
Expense.	3,213 00
Registration.	40,097 00
Primary election.	33,570 00
Election.	34,170 00
Total.....	\$129,850 00

TOPOGRAPHICAL SURVEY COMMISSION.

Salaries.	\$15,160 00
Expenses.	480 00
Expenses, Blueprint and Photostat Department.....	1,100 00
Total.....	\$16,740 00

BALTIMORE CITY JAIL.

Salaries.	\$36,050 00
Expenses.	36,000 00
Total.....	\$72,050 00

WATER DEPARTMENT.

Salaries :

Executive Division.	\$8,980 00
Engineering and Construction Division.	37,980 00
Auditing Division.	12,000 00
Mechanical Division.	5,200 00
Mount Royal Pumping Station.	10,300 00
Eastern Pumping Station.	4,960 00
Druid Pumping Station.	5,280 00
Relief crew.	1,860 00
Filtration Division.	25,300 00

Total Salaries. \$111,860 00

Expenses :

Labor.	\$223,475 00
Fuel and power.	121,235 00
Pipes, fittings, castings, etc.	144,300 00
Chemicals, bricks, cement, etc.	78,930 00
Lumber, rope, oils, waste, etc.	11,900 00
Tools and machinery.	12,085 00
Miscellaneous.	84,560 00

Total Expenses. 676,485 00

Total. \$788,345 00

SUMMARY OF LIST NO. 1.

Salaries.	\$5,747,371 20
Expenses.	9,621,947 96

Total List No. 1. \$15,369,319 16

LIST NO. 2—"ESTIMATES FOR NEW IMPROVEMENTS."

BOARD OF FIRE COMMISSIONERS.

Tractors—engines.	\$15,000 00
Tractors—(2 wheel) trucks.	15,000 00
Tractors—(4 wheel) trucks.	12,000 00
Tractors—water towers.	7,500 00

Amount carried forward. \$49,500 00

ORDINANCES.

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Amount brought forward.....	\$49,500 00
Chasses—hose wagons.	11,200 00
Autos—district engineers.	1,960 00
3 combination pumping engines.....	19,500 00
Daniel B. Banks—judgment (debit-balance).....	4,521 63
Total.....	<u>\$86,681 63</u>

BOARD OF PARK COMMISSIONERS.

Engineers and consulting architects.....	\$14,000 00
Removal of boat clubs and other improvements at Fort McHenry.	25,000 00
Park Improvements—general (to be expended only upon written order of Board of Estimates).....	65,423 00
Acquisition of property and construction work, Gwynn's Falls Parkway, (to be taken from the amount esti- mated to be received from the sale of part of Latrobe Park).	40,000 00
Total.....	<u>\$144,423 00</u>

BOARD OF SCHOOL COMMISSIONERS.

To be taken from School House 1942 Loan:

For the acquisition by purchase or condemnation of lots and the erection of school buildings (to be ex- pended only upon written order of Board of Esti- mates).	\$250,000 00
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COMMISSIONERS FOR OPENING STREETS AND ANNEX IMPROVEMENT
COMMISSION.

To be taken from Tax Levy:

Opening two alleys, Ord. 466, 1914.....	\$236 16
To be taken from the proceeds of the loan of two million dollars, authorized by Chapter 585 of the Acts of the General Assembly of Maryland of 1916 and Ordinance No. 179 of 1916 of the Mayor and City Council, ap- proved by the voters of Baltimore City in the election held in November, 1916:	

Amount carried forward.....	<u>\$236 16</u>
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Amount brought forward.....		\$236 16
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For salaries, expert services, inspection, expenses, and for the acquisition, pursuant to said Act and Ordinance, by the Mayor and City Council of Baltimore, acting by and through the agency of the Commissioners for Opening Streets, who by said Act and Ordinance have been designated as the Annex Improvement Commission, by gift, purchase, lease, whatever the duration of the lease, or by other methods of acquisition, or by condemnation of any private property whatsoever, including streets, avenues, lanes and alleys, rights or interests, franchises, privileges or easements, that may be required to open, extend, widen, straighten, close, grade or pave any street, avenue, lane or alley, or to broaden any sidewalk, and for the cost under said Act and Ordinance of the Mayor and City Council of Baltimore City, of condemning, laying out, opening, extending, widening, straightening, closing, grading and paving streets, avenues, lanes and alleys or any parts thereof, and of establishing and fixing the building lines and widths of sidewalks on streets, avenues, lanes and alleys and for the cost under said Act and Ordinance of exercising any further duties or powers imposed or conferred upon them by the terms of said Act and Ordinance, to the amount of and to include the following:

To be taken from Annex Improvement 1947 Loan:

Salaries.	\$25,200 00
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Street Openings:

Opening Baltimore Street from Garrison Lane to the property of the Mayor and City Council of Baltimore near Gwynn's Falls (Ord. 585, 1915)	\$4,146 07
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Opening Westwood Avenue from the east side of Poplar Grove Street to the east side of Gertrude Street (Ord. 631, 1915) ..	212 37
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Amounts carried forward.	\$4,358 44	\$25,200 00	\$236 16
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ORDINANCES.

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Amounts brought forward.....	\$4,358 44	\$25,200 00	\$236 16
Opening Monastery Avenue from the northernmost side of Frederick Road to the southernmost side of Old Frederick Road (Ord. 353, 1913).....	91 78		
Opening Elgin Avenue from the westernmost side of Reisters-town Road to the easternmost side of Pulaski Street (Ord. 416, 1914).	89 35		
		4,539 57	
For street improvements.....	470,260 43		
Total from Annex Improvement 1947 Loan.		500,000 00	
Total from levy and loan.....		\$500,236 16	

ELECTRICAL COMMISSION.

To be taken from the Conduit 1942 Loan:			
Construction salaries.	\$33,816 50		
Construction expenses:			
Labor.	\$297,810 00		
Material and supplies.....	158,373 50		
Emergency fund (to be expended only upon written order of Board of Estimates).	10,000 00		
		466,183 50	
Total.....		\$500,000 00	

HARBOR BOARD.

To be taken from Highway Harbor 1955 Loan:			
Balance of amount appropriated in Ordinance of Estimates for 1915, Reappropriated. South side Key Highway, McComas Street, Fort McHenry Breakwater, widening St. Paul Street and other improvements authorized by the Act of 1910, Chapter 485, (estimated).		\$950,000 00	

HIGHWAYS ENGINEER.

Encasing lower members of bridges in concrete.....	\$2,500 00
Strengthening arch of outfall sewer under new railroad yard at Bay View account of grading and placing yard over sewer.....	5,500 00
Covering storm-water drain in Central Avenue, between Aliceanna and Fleet street.....	25,000 00
Extending Locust Point interceptor to Baltimore and Ohio Railroad yard with such branches as appropriation will cover (to be expended only upon written order of Board of Estimates).....	42,000 00
Trunk sewer at west city line, north of Morris Avenue and Franklin Road (to be expended only upon written order of Board of Estimates).....	43,000 00
Payment to C. Warner Storck for sanitary sewer in Oak Street, as per agreement of Board of Estimates July 18, 1916.....	1,200 00
Paving streets, where private parties agree to pay one-half (to be expended only upon written order of Board of Estimates).	15,000 00
Total.....	\$134,200 00

INSPECTOR OF BUILDINGS.

To be taken from tax levy:

Changing automatic dump tanks to selfacting closets in schools.	\$20,000 00
Connecting up school buildings with sanitary sewers.	10,000 00
Heating public schools.....	10,000 00
Repairs to West Park Recreation Centre, including connection of roof water drainage with sewer.....	4,000 00
Improvements to markets (to be expended only upon written order of Board of Estimates).....	175,000 00
Alterations, City Solicitor's Office.....	4,000 00
Garage and repair shop, Northern Police Station (to be expended only upon written authority of Board of Estimates).....	2,500 00
Public Comfort Station in Broadway.....	15,000 00
Public Comfort Station in Cross Street Market.....	10,000 00
Amount carried forward.....	\$247,500 00

ORDINANCES.

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Amount brought forward.....	\$217,500 00
Constructing steel counter for index books and docket in Circuit Court No. 1.....	1,000 00
For the completion of Public Comfort Station in Rich- mond Market.	6,000 00
	\$254,500 00
To be taken from School House 1942 Loan:	
Deficit School No. 101.....	19,041 38
Total from levy and loan.....	\$273,541 38

PAVING COMMISSION.

To be taken from capitalization of Special Paving Tax and Bills Collectible:	
Administrative salaries.	\$12,020 00
Construction salaries.	40,930 00
Testing materials, salaries.....	6,000 00
Testing material, expenses.....	8,500 00
Incidentals, ...	1,200 00
Improved paving.	1,511,814 21
Total.....	\$1,580,464 21

SUPERVISORS OF CITY CHARITIES.

Improvements at Bay View (to be expended only upon written order of the Board of Estimates).....	\$50,000 00
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WATER DEPARTMENT.

To be taken from tax levy:	
Repairs to pumping station, stand pipes, etc.....	\$18,180 74
New 36" low service connection.....	18,720 00
Two entrances, Montebello Filters.....	10,500 00
Operating tables, Montebello Filters.....	20,000 00
Basin Baffles, Montebello Filters.....	5,000 00
Grading grounds account of 33rd Street.....	2,800 00
Work in advance of improved paving.....	190,000 00
Special Fund (to be expended only upon written order of the Board of Estimates).....	10,766 67
Total from levy.....	\$275,967 41
Amount carried forward.....	\$275,967 41

Amount brought forward.....	\$275,967 41
To be taken from Water 1958 Loan:	
Extension of Water System under the Act, balance remaining, (estimated).	35,864 52
Total from levy and loan.....	\$311,831 93
Total List No. 2.....	\$4,481,378 31

LIST NO. 3—"ESTIMATES FOR ANNUAL APPROPRIATIONS."

MISCELLANEOUS ANNUAL APPROPRIATIONS.

Maryland Institute, (Ord. 115, 1908) City to have one-third representation on Board of Directors).....	\$12,000 00
Children's Playground Association.....	18,000 00
Veteran Volunteer Firemen's Association.....	1,000 00
Municipal Athletic Games Association.....	500 00
Public Athletic League.....	6,000 00
Library Company of the Baltimore Bar.....	2,500 00
West Park Recreation Centre.....	2,000 00
Civic Centre.	100,000 00
City Property Insurance Fund.....	140,000 00
Pension fund for aged and disabled employees (section 36-D, Chapter 498, Act of 1916, to be expended only upon recommendation of committee composed of two department heads, and Commissioner of Health)....	10,000 00
Workmen's Compensation, Liability Fund.....	6,000 00
Total.....	\$298,000 00

SINKING FUNDS.

General Sinking Fund.....	\$73,306 61
Funding, 1936 Loan.....	41,889 49
Refunding, 1940 Loan.....	83,778 98
Four Million, 1945 Loan.....	20,944 75
Water, 1916 Loan.....	83,778 98
Water 1958 Loan.....	38,000 00
Amount carried forward.....	\$341,698 81

ORDINANCES.

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Amount brought forward.....	\$341,698 81
Water, 1943 Loan, Ord. No. 86, 1902, 1½ per cent of gross receipts of water rents. (Provided in appropriation for Collector of Water Rents and Licenses, \$23,250.00).	
Conduit, 1922 Loan.....	41,889 49
Conduit, 1928 Loan.....	41,889 49
Conduit, 1958 Loan.....	7,600 00
Public Improvement, 1940 Loan.....	83,778 98
Internal Improvement, 1928 Loan.....	125,668 47
Burnt District, 1954 Loan.....	83,778 98
Burnt District Improvement, 1960 Loan.....	7,600 00
Dock Improvement, 1961 Loan.....	15,200 00
Annex Improvement, 1954 Loan.....	17,500 00
Annex Improvement, 1951 Loan.....	29,500 00
New Sewerage, 1980 Loan.....	37,000 00
New Sewerage, 1961 Loan.....	76,000 00
New Engine House, 1957 Loan.....	8,800 00
New School House, 1957 Loan.....	8,800 00
School House, 1961 Loan.....	11,400 00
Public Park Improvement, 1955 Loan, Ord. No. 228, 1905, \$8,800.00 from Street Railway Park Tax. (Provided in appropriation for Board of Park Commissioners.)	
Jones Falls Improvement, 1961 Loan.....	7,600 00
Paving, 1951 Loan.....	59,000 00
Conduit, 1962 Loan.....	15,200 00
Highway-Harbor, 1955 Loan.....	17,700 00
Sewer Serial 1910-1955 Loan.....	29,000 00
Total.....	\$1,066,604 22
Total List No. 3.....	\$1,364,604 22

SUMMARY.

List No. 1.....	\$15,369,319 16
List No. 2.....	4,481,378 31
List No. 3.....	1,364,604 22

Grand total Appropriations for the year 1917..\$21,215,301 69

SECTION 2. *And be it further ordained*, that changes be and the same are hereby made in the per annum salaries of the following officials and employees, the amount of said changes being included in the items of salaries for the respective departments hereinbefore set forth, namely:

APPEAL TAX COURT.

Secretary and chief clerk, increase.....	\$200 00
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BOARD OF FIRE COMMISSIONERS.

Salaries heretofore charged to Expense Accounts:

Veterinary surgeon.	\$900 00
Watchman.	900 00
Charwoman.	360 00
Splicer at \$3.60 per day.....	1,058 00
Climber at \$2.75 per day.....	808 50
Batterymen at \$2.50 per day.....	735 00
7 Laborers at \$2.25 per day.....	4,671 00
Assistant lineman.	1,000 00
Telephone operator, new position.....	840 00

BOARD OF PARK COMMISSIONERS.

Clerk and telephone operator, increase.....	\$64 00
Chauffeur, new position.....	780 00
Man toilet keeper, new position.....	728 00
Boss carpenter, new position.....	1,300 00
2 gasoline roller engineers at \$780, new positions.....	1,560 00
Golf instructor, now employed.....	600 00
Special watchman, new position.....	728 00
Account of adjustment of wages of women toilet-keepers, increase.	356 00
4 carpenters, increase.....	624 00
142 laborers, increase of 25c per day.....	11,076 00
Account of adjustment of forestry workers, and high tree climbers, decrease.	468 00
Machinist (part time) position abolished.....	500 00

ORDINANCES.

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BOARD OF POLICE COMMISSIONERS.

Telephone operator, new position.....	\$502 00
Telephone operator, increase.....	122 00
Machinist, new position.....	1,040 00
Laborer, new position.....	728 00
Counsel to the Board, position abolished.....	2,000 00
Advance of patrolmen to higher grade, increase.....	676 00
Clerks and drivers and position of clerk already allowed, increase.	2,148 00

BOARD OF SCHOOL COMMISSIONERS.

Administrative Salaries.

Assistant supervisor of music, new position.....	\$800 00
Assistant supervisor of music, increase.....	100 00
Total.....	\$900 00

Baltimore City College.

Automatic increases.	\$1,100 00
New teacher.	1,200 00
Total.....	\$2,300 00

Eastern High School.

Automatic increases.	\$900 00
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Western High School.

Automatic increases.	\$550 00
New teacher.	900 00
Total.....	\$1,450 00

Baltimore Polytechnic Institute.

Automatic increases.	\$2,100 00
New teacher.	1,200 00
Teacher, increase.	100 00
Total.....	\$3,400 00

Teachers' Training School.

Automatic increases.	\$800 00
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Elementary Schools.

Automatic increases.	\$45,000 00
47 emergency substitutes, increased from \$2.00 to \$2.25 per day.	1,410 00

Total.	\$46,410 00
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Wages of Employees, Engineers, etc.

3 engineers, 4 janitors, 7 janitresses, new positions.	\$5,370 00
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BUREAU OF DRAFTING.

(Under Direction of Board of Estimates.)

Engineer in charge, heretofore pro-rated to various departments.	\$2,100 00
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Draftsmen and tracers transferred from the following departments:

Water department—10 positions.	\$9,420 00
Electrical Commission—5 positions.	4,100 00
Electrical Commission—3 tracers, new positions.	2,160 00
Paving Commission—2 positions.	1,800 00
Topographical Survey Commission—2 positions.	1,920 00
Amex Improvement Commission, to be employed only 9 months—1 position.	630 00

Highways Engineer:

Sewerage division—2 positions.	1,800 00
Alley paving—2 positions.	1,800 00
Office—1 position.	720 00

\$24,350 00

BUREAU OF MINOR PRIVILEGES.

(Under Direction of Board of Estimates.)

Chief, new position, now employed.	\$1,500 00
9 inspectors, new positions, now employed at \$900.	8,100 00

ORDINANCES.

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CITY COLLECTOR.

Stenographer, heretofore charged to expenses.....	\$720 00
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CITY PURCHASING AGENT.

(Under Direction of Board of Awards.)

City purchasing agent, new position.....	\$1,500 00
Asst. purchasing agent, new position.....	1,200 00
3 clerks, new positions at \$720.....	2,160 00
Messenger and file clerk, new position.....	624 00

Note: These men are now employed, and charged to departmental accounts.

COLLECTOR OF WATER RENTS AND LICENSES.

Stenographer, increase, ...	\$140 00
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ANNEX IMPROVEMENT COMMISSION.

Draftsman, transferred to Bureau of Drafting.....	\$840 00
Office engineer, position abolished.....	1,200 00
2 class "B" inspectors, new positions, now employed at \$1,080.	2,160 00
Stenographer, heretofore charged to expenses.....	720 00
Right of way man, new position.....	480 00

COMMISSIONER OF HEALTH.

Office.

Assistant Commissioner of Health, new position.....	\$2,500 00
2 stenographers at \$720.....	1,440 00
Telephone operator, abolished.....	480 00

Communicable Diseases and Nuisances.

Chief disinfecter, increase.....	\$100 00
3 nurses, new positions at \$900.....	2,700 00

Child Hygiene.

9 school nurses at \$300, increase, to be employed 12 months, instead of 9 months as heretofore.....	\$2,700 00
School nurse, increase.....	180 00
2 playground nurses at \$150, positions abolished.....	300 00

Dairy Food Inspection and Chemical Laboratory.

Assistant supervisor of pasteurization, new position....	\$1,200 00
Inspector of pasteurization, new position.....	900 00
Assistant bacteriologist, new position.....	1,200 00
Laboratory assistant to bacteriologist, new position....	900 00
Sample collector, new position.....	800 00
2 dairy farm inspectors at \$1080, positions abolished...	2,160 00

Sydenham Hospital.

Cook, increase.	\$60 00
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Quarantine Station.

No appropriation made: Station to be taken over by the United States Government (salaries abolished, \$13,525).

COMMISSIONER OF STREET CLEANING.

Dump inspector, decrease.....	\$480 00
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COMPTROLLER.

Office.

Clerk, new position, now employed.....	\$1,500 00
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Public Comfort Stations in Markets Transferred from Free Public Bath Commission.

Public Comfort Station No. 1.....	\$2,184 00
Lexington Market Comfort Station.....	2,210 00
Richmond Market Comfort Station (new).....	2,120 00

INSPECTOR OF WEIGHTS AND MEASURES.

Inspector, new position, now employed.....	\$1,200 00
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CHIEF HARBOR MASTER.

Harbor masters and clerks, now employed and heretofore charged to receipts.	\$13,764 00
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COURTS.

Court Bailiffs, Stenographers, Probation Officers, etc.

Bailiff, position abolished.....	\$1,500 00
Regular stenographer, new position, now employed.....	1,800 00
Stenographer, heretofore charged to Supreme Bench expense.	600 00
Per diem stenographer, position abolished.....	1,500 00
2 probation officers at \$900, new positions, now employed.	1,800 00
Probation officer, new position, now employed.....	1,200 00
Matron for Criminal Court, position abolished.....	720 00

Supreme Bench Salaries.

Judge, salary discontinued owing to death of Judge J. U. Dennis.	500 00
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ELECTRICAL COMMISSION.

(From Levy) :	
4 man-hole inspectors at \$78, increase.....	\$312 00
(From Loan) :	
Draftsman and tracers transferred to Bureau of Drafting.	4,108 00
Inspector of foreign construction, position abolished..	900 00
Inspector of foreign construction, position abolished.	720 00
2 night emergency inspectors at \$93.25, increase....	186 50
2 chauffeurs at \$225, increase, to be employed full time.	450 00
Telephone operator, new position, now employed....	780 00
Telephone operator, increase.....	156 00
Office clerk, new position.....	900 00

FREE PUBLIC BATH COMMISSION.

Stenographer and clerk, increase.....	\$104 00
Managers, assistant managers, guards, etc., increase....	1,841 00
Baths in School No. 6, South Ann Street, new.....	1,040 00
Transferred to Comptroller:	
Public Comfort Station No. 1.....	\$2,120 00
Lexington Market Public Comfort Station.	2,172 00
	4,292 00

HARBOR BOARD.

Office.

Messenger, position abolished.....	\$480 00
Hanover Street Bridge crew, mechanician, new position.	1,020 00
Re-adjustment of salaries heretofore charged to expenses.	

HIGHWAYS ENGINEER.

Office.

Bookkeeper and assistant paymaster, increase.....	\$120 00
Permit clerk, increase.....	100 00
Assistant permit clerk, heretofore charged to expense..	600 00
Assistant engineer, decrease.....	150 00
Assistant engineer, increase.....	150 00
Draftsman transferred to Bureau of Drafting.....	720 00
Stenographer-clerk, increase.	60 00

MUNICIPAL LABORATORY.

Coal inspector, position abolished.....	\$360 00
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MAINTENANCE AND OPERATION OF SANITARY AND STORM WATER
SYSTEMS.

2 draftsmen at \$900. transferred to Bureau of Drafting.	\$1,800 00
Superintendent, heretofore on labor roll.....	1,600 00
Inspector, heretofore on labor roll.....	1,080 00
Inspector, heretofore on labor roll (9 months).....	810 00
Chauffeur, heretofore on labor roll.....	780 00
Index clerk, new position (temporary).....	780 00

MAINTENANCE AND OPERATION OF SEWAGE DISPOSAL PLANT.

2 oilers at \$876. new position.....	\$1,752 00
Oiler, new position, one-half year only.....	360 00
Screenmen, net increase.....	261 00
Laborers, increase.	2,000 00

MAINTENANCE OF PROPERTY YARD.

Heretofore charged to expenses.....	\$2,340 00
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INSPECTOR OF BUILDINGS.

Assistant inspector of buildings, increase.....	\$400 00
General inspector, increase.....	280 00
Steam plant inspector, decrease.....	280 00
Furnace inspector, new position, now employed.....	1,500 00
District inspector, new position, now employed.....	1,200 00
Plumbing inspector, new position.....	1,500 00

LAW DEPARTMENT.

Chief clerk, increase.....	\$200 00
6 stenographers at \$60.00, increase.....	360 00
Telephone operator, new position.....	480 00

PAVING COMMISSION.

Administrative.

File clerk, position abolished.....	\$600 00
Janitor, new position, (employed 6 months).....	360 00
Charwoman, new position, now employed.....	360 00

Construction.

Draftsman, transferred to Bureau of Drafting.....	\$1,000 00
Draftsman, transferred to Bureau of Drafting.....	800 00
Draftsman, position abolished.....	1,000 00

SUPERINTENDENT OF PUBLIC BUILDINGS.

City Hall.

2 laborers at \$80, increase.....	\$160 00
Window polisher, increase.....	80 00
Laborer, new position.....	600 00
Charwoman, new position.....	360 00
Elevatorman, new position, now employed.....	720 00

Court House.

Assistant marble polisher, increase.....	\$20 00
2 window polishers at \$80, increase.....	160 00
3 laborers at \$80, increase.....	240 00

SUPERVISORS OF CITY CHARITIES.

Bay View.

Resident physican, insane hospital, increase.....	\$300 00
Assistant resident physican, insane hospital, position abolished.	300 00
Nurse-emergency substitute, new position.....	480 00

SUPERVISORS OF ELECTION.

General counsel, position abolished.....	\$1,200 00
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TOPOGRAPHICAL SURVEY COMMISSION.

Draftsman, transferred to Bureau of Drafting.....	\$1,020 00
Draftsman, transferred to Bureau of Drafting.....	900 00
Chief clerk, position abolished.....	900 00
2 rodmen at \$600, new position.....	1,200 00
Photostat operator, position abolished.....	480 00
Assistant engineer, new position.....	1,500 00
Instrument man, new position.....	1,080 00
Rodman, new position.....	720 00

WATER DEPARTMENT.

Reorganization of divisions, including draftsmen trans- ferred to Bureau of Drafting, involving a net decrease of.	\$30,835 00
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Approved December 5, 1916.

JAMES H. PRESTON, *Mayor.*

No. 202.

An ordinance to repeal and re-ordain, with amendments, ordinance No. 166, approved July 5, 1916, entitled "An ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric railway tracks with the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, and to operate and maintain an electric railway on, along and over Liberty Heights Avenue, from Reisterstown Road to Berwyn Avenue, with the right to make connections with the existing tracks of the United Railways and Electric Company of Baltimore at Reisterstown Road, Garrison Avenue and Berwyn Avenue, by all necessary curves, switches and appurtenances."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that Ordinance No. 166, approved July 5, 1916, entitled "An ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric railway tracks with the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, and to operate and maintain an electric railway on, along and over Liberty Heights Avenue, from Reisterstown Road to Berwyn Avenue, with the right to make connections with the existing tracks of the United Railways and Electric Company of Baltimore at Reisterstown Road, Garrison Avenue and Berwyn Avenue, by all necessary curves, switches and appurtenances," be, and it is hereby repealed and re-ordained, with amendments, so as to read as follows:

An ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct,

maintain and operate double electric railway tracks with the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, and to operate and maintain an electric Railway on, along and over Liberty Heights Avenue, from Reisterstown Road to Berwyn Avenue, with the right to make connections with the existing tracks of the United Railways and Electric Company of Baltimore at Reisterstown Road, Garrison Avenue and Berwyn Avenue, by all necessary curves, switches and appurtenances.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks with all the necessary curves, poles, overhead trolley wires, feed wires and overhead construction and appurtenances, on, along and over Liberty Heights Avenue, from Reisterstown Road to Berwyn Avenue, with the right to make connections with the existing tracks of the United Railways and Electric Company of Baltimore at Reisterstown Road, Garrison Avenue and Berwyn Avenue, by all necessary curves, switches and appurtenances, and to run on the aforesaid tracks cars to be propelled by electricity supplied by overhead wires or by the storage system or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained*, that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways

Engineer, and the rails and renewals thereof from time to time, where laid on any of said streets, highways or bridges, shall be of the most improved pattern of girder rails, where the track area is paved, and of the most improved pattern of "T" rail where the track area is unpaved, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, highways or bridges or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said streets, highways or bridges; provided, however, that said "T" rails shall be removed whenever so required by the Highways Engineer, with the approval of the Board of Estimates, and girder rails of the most improved pattern substituted therefor. Upon the substitution of girder rails for "T" rails, the grantee hereunder shall pay to the City the cost and expense of paving the spaces between the tracks, where girder rails are substituted, and for two feet outside of the outer rail of each of said tracks, with such material as said Highways Engineer may direct, and also, from time to time, the cost of paving or repaving the same.

SECTION 3. *And be it further ordained*, that the United Railways and Electric Company of Baltimore, its successors and assigns, shall, at its own expense in laying down or in re-laying down, from time to time, its said railway tracks on said streets, highways or bridges, adjust its said tracks to the grades of said streets, highways or bridges as the same are now or may hereafter be established by law, and shall, at its own expense, keep the space within each of said tracks and for two feet outside of each outer

rail of each of said tracks, in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets, highways or bridges on either side of said tracks and shall pay to the City, if and so often as said streets, highways or bridges, or any of them, shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or re-paving the spaces between the said tracks and extending for two feet outside of each outer rail of each of said tracks, of whatever material the same may be constructed, with the exception of the cost of any temporary paving and, thereafter, the first permanent paving of such streets, highways or bridges which are being constructed by the State Roads Commission in connection with its work of improving Liberty Heights Avenue, provided, however, that the grantee will restore and replace, at its own expense, all improved paving or concrete which has already been laid and which it is necessary to tear up in the exercise of the franchise hereby granted.

SECTION 4. *And be it further ordained*, that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the franchises and rights herein granted and that said franchises and rights shall be executed and enjoyed within six months after the grant as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that said franchises and rights herein granted shall be held, exercised and en-

joyed for the period of twenty-five years, and with the further right to said grantee at a fair revaluation, including in such revaluation the value derived from said franchises and rights, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said franchises and rights herein granted, there shall be a fair valuation of the plant and property of said grantee to be constructed by virtue of this Ordinance, which shall be and become the property of the City of Baltimore at its election, on its paying said grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the rights or franchises by this Ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the said grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation or valuation aforesaid; provided, that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained*, that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grant and not inconsistent with the terms thereof, and in the event of the said

grantee, its successors and assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become wholly null and void.

SECTION 6. *And be it further ordained*, that non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an Ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained*, that the compensation to be paid by the United Railways and Electric Company of Baltimore unto the Mayor and City Council of Baltimore for the franchises and rights hereby granted shall be the sum of sixteen thousand one hundred dollars (\$16,100.00) and all expenses of advertising, the said amount to be paid at or before the time of the beginning of the construction of the tracks under the franchise hereby granted or at all events within six months from the date of the approval of this Ordinance.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved December 15, 1916.

JAMES H. PRESTON, *Mayor*.

No. 203.

An ordinance to permit the Mt. Holly Realty Co. to enclose the first floor porch in the rear of the Cloverdale Apartments, at the southwest corner of Linden and Chauncey Avenues.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to the Mt. Holly Realty Co. to enclose with glass, the first story porch in the rear of the Cloverdale Apartments, at the southwest corner of Linden and Chauncey Avenues; the dimensions of said porch being 8 feet long, 11 feet wide and 11 feet high and the work of enclosing it to be done under the supervision of the Inspector of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 204.

An ordinance granting permission to Mrs. K. Rausenbach to construct a one story porch in the rear of premises No. 12 N. Kenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*. That permission be and the same is hereby granted to Mrs. K. Rausenbach to construct a one story enclosed porch in the rear of premises No. 12 N. Kenwood avenue; the same to be 5 feet by 6 feet and 9 feet high; wood posts and corrugated iron

to be used in the construction of said porch and the roof of the same to be of fireproof material; and to be erected under the supervision of the Inspector of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor.*

No. 205.

An ordinance granting permission to Whitney W. Jones to enclose the first and second story porches on the rear of premises No. 2811 Guilford Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that permission be and the same is hereby granted to Whitney W. Jones to enclose the present first and second story porches, on the rear of premises No. 2811 Guilford Avenue, said first story porch is 16 feet long by 6 feet wide by 9 feet high, and the second story porch is 16 feet long by 6 feet wide by 10 feet high, both to be enclosed with wood and glass. The enclosing to be done in conformity with the requirements of the existing laws and ordinances and under the supervision of the Inspector of Buildings of Baltimore City.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor.*

No. 206.

An ordinance granting permission to Leon Hirschman to erect a third story Open Porch, to extend and project from the rear of his premises known as Number 2412 Lakeview Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore City*, that permission be, and the same is hereby granted to Leon Hirschman, to construct and erect a third story open porch to extend and project from the rear of the premises known as Number 2412 Lakeview Avenue. Said porch to project from the rear wall 6 feet, to be 12 feet wide and to be covered with tin, and to be separated from the adjoining property by a 9 inch brick wall and to have such support or supports as shall be approved by the Inspector of Buildings of Baltimore City, and to be otherwise erected and constructed under his supervision, in accordance with the requirements of existing ordinances.

SECTION 2. *Be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 207.

An ordinance granting permission to J. K. Judah to enclose with wood or frame material the Second Story of the Porch built in the rear of Premises No. 930 Whitelock Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission

be and the same is hereby granted to J. K. Judah to enclose with wood or frame material the second story of the porch (10 feet by 8 feet) now in the rear of the premises No. 930 White-lock Street; said enclosures to be erected under the supervision of the Inspector of Buildings of Baltimore City and in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 208.

An ordinance to lay and collect a tax for the year 1917 for the use of the City of Baltimore on Rural property in Baltimore City, as such property is defined and directed to be classified by Law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that for the year 1917 a direct tax of sixty-six cents (.66) for the use of the City of Baltimore be and the same is hereby levied and imposed on every hundred dollars (\$100) of assessed or assessable value of rural property in Baltimore City, as such property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by Law.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 209.

An ordinance to lay and collect a tax for the year 1917 for the use of the City of Baltimore on suburban property in Baltimore City, as such property is defined and directed to be classified by Law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that for the year 1917 a direct tax of one dollar and thirty cents (\$1.30) for the use of the City of Baltimore be and the same is hereby levied and imposed on every one hundred dollars (\$100) of assessed or assessable value of suburban property in Baltimore City, as such suburban property is defined and directed to be classified by Law; said tax to be collected and paid in the manner prescribed by law.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 210.

An ordinance allowing discounts for the prompt payment of taxes in the year 1917.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the City Collector be and he is hereby authorized and directed to allow on all bills for taxes on real estate and chattels, real, personal chattels, shares of stock, bonds and like securities levied and imposed for the year 1917, a discount of one per cent, if paid on or before the twenty-eighth day of February; a discount of three quarters of one per cent, if paid on or before the thirty-first of March, a discount of one half of one per cent, if paid on or before the Thirtieth

day of April; a discount of one-quarter of one per cent, if paid on or before the Thirty-first day of May.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 211.

An ordinance to lay and collect a tax, for the use of the City of Baltimore for the year 1917.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that for the year 1917 a tax of One Dollar and Ninety-eight cents (\$1.98) be and the same is hereby levied and imposed upon every One Hundred Dollars (\$100) of assessed or assessable value of property in the City of Baltimore (excepting such property as may by provision of Law be exempt from this rate) for the use of the City of Baltimore, and said tax shall be collected and paid in the manner prescribed by Law, and shall be apportioned as follows: General Government, \$.227582; Protection of persons and property, \$.333609; Conservation of Health, \$.046520; Sanitation, Promotion of Cleanliness, \$.178993; Highways, \$.166974; Charities Hospitals and Corrections, \$.120069; Education, \$.249179; Recreation, \$.006526; Interest, \$.381485; General Sinking Fund, 13¼ cents; Water 1916 Loan Sinking Fund, 2 cents; Conduit 1922 Loan Sinking Fund, 1 cent; Internal Improvement 1928 Loan Sinking Fund, 3 cents; Conduit 1928 Loan Sinking Fund, 1 cent; Funding 1936 Loan Sinking Fund, 1 cent; Public Improvement 1940 Loan Sinking Fund, 2 cents;

Refunding 1940 Loan Sinking Fund, 2 cents; Four Million 1945 Loan Sinking Fund, $\frac{1}{2}$ cent; Burnt District 1954 Loan Sinking Fund, 2 cents; Paving 1951 Loan Sinking Fund, Annex Improvement 1951 Loan Sinking Fund, Annex Improvement 1954 Loan Sinking Fund, Highway-Harbor 1955 Loan Sinking Fund, Sewer Serial 1916-1955 Loan Sinking Fund, New Engine House 1957 Loan Sinking Fund, New School House 1957 Loan Sinking Fund, Water 1958 Loan Sinking Fund, Conduit 1958 Loan Sinking Fund, Burnt District Improvement 1960 Loan Sinking Fund; Jones Falls Improvement 1961 Loan Sinking Fund; School House 1961 Loan Sinking Fund, Dock Improvement 1961 Loan Sinking Fund, New Sewerage 1961 Loan Sinking Fund, Conduit 1962 Loan Sinking Fund and New Sewerage 1980 Loan Sinking Fund, Collectively, \$.092123; Pensions, etc., \$.014440.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 212.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1917 on all Bonds, Certificates of Indebtedness or Evidences of Debt, in whatsoever form made or issued by any Public or Private Corporation, and also on shares of stock in Foreign Corporations.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that for the year 1917 a tax for the use of the City of Baltimore of thirty (30) cents on every one hundred dollars (\$100) of assessed or assessable value of all bonds, certificates of indebtedness

or evidences of debt; in whatsoever form made or issued by any public or private corporation, incorporated by this State, or any other State, Territory, District or Foreign Country, or issued by any State (except the State of Maryland) Territory, District or Foreign Country, not exempted from taxation by the laws of this State, and owned by residents of the City of Baltimore, and also a tax of thirty (30) cents for the use of the City of Baltimore on every one hundred dollars (\$100) of assessed or assessable value of all shares of stock or shares in any Bank other than a National Bank or in any company or corporation, incorporated by or located in and doing business in any other State, the District of Columbia, or in any Territory or Foreign Country owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 214, Article 81, of the Code of Public General Laws, title "Revenue and Taxes"; said taxes to be collected and paid in the manner prescribed by Law.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 213.

An ordinance granting permission to Frank Jeffers to enclose Open Porch on first floor to sun parlor on Premises No. 2269 West Baltimore Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to Frank Jeffers to enclose open porch on first floor for sun parlor 12 feet wide and 6 feet projection.

To be enclosed under the supervision of the Inspector of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved December 18, 1916.

JAMES H. PRESTON, *Mayor*.

No. 214.

An ordinance to authorize The Baltimore and Ohio Railroad Company to maintain and operate the Single Railroad Track now constructed in the bed of Wicomico Street beginning in the Centre of the present track now located in the Centre of Wicomico Street at a point four feet East of the West line of Stockholm Street and extending in an Easterly direction on a curve to the left, with a radius of 2292.01 feet, the distance of 72.5 feet to a point, thence continuing in the same direction on a curve to the right with a radius of 2292.01 feet, the distance of 161.5 feet to a point six feet South of the North curb line of Wicomico Street, thence in an Easterly direction on the North side of Wicomico Street six feet from said curb line the distance of 285 feet; and to authorize the said Railroad Company to stand Cars on a portion of said Track for Team Track Deliveries.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to maintain and operate the single track now constructed in the bed of Wicomico Street beginning in the centre of the present track now located in the centre of Wicomico Street at a point four feet East of the West line of Stockholm Street and extending in an Easterly direction on a curve to the left

with a radius of 2292.01 feet, the distance of 72.5 feet to a point, thence continuing in the same direction on a curve to the right with a radius of 2292.01 feet, the distance of 161.5 feet to a point six feet South of the North curb line of Wicomico Street, thence in an Easterly direction on the North side of Wicomico Street six feet from said curb line the distance of 285 feet; and to authorize the said Railroad Company to stand cars on a portion of said track for team track deliveries.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," Sub-Title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right in said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valu-

ation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained.* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or rights are hereby granted, said franchise or right shall be and become wholly null and void.

SECTION 4. *And be it further ordained.* That the said grantee, its successors and assigns, shall, at its own expense, in laying down from time to time, its said railway tracks on said street, adjust its said tracks to the grade of such street, as the same is now or may hereafter be established by law, and shall at its own expense keep the space between the said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense keep

the same free from snow and other obstruction, but without obstructing the other portions of said street on either side of said tracks, and shall pay to the City if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by law, the cost of paving or repaving the space between said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore, within ten days after the passage of this ordinance, all expense of advertising, and the sum of Eight hundred and four dollars (\$804.00) and a like sum of Eight hundred and four dollars (\$804.00) annually in advance during the term of the grant hereby made.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the tracks of the Baltimore and Ohio Railroad Company shall be removed, or if the track hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or

for any other purposes, of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the track hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails that shall be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall designate.

SECTION 9. *Be it further ordained,* That said grantee shall have the right to stand cars on the track hereby authorized, between the eastern terminus of said track and a point 285 feet west of said terminus, for the purpose of using said cars to make delivery to or to receive freight from the warehouse situated on the north side of Wicomico street, or to or from wagons using the street on either side of said track; this permission to continue so long as the standing of cars on said portion of said track, and the loading and unloading therefrom in the public highway, shall not materially inconvenience the public travel on said street. Whenever the standing of cars on said portion of said street, and the loading and unloading therefrom, shall materially inconvenience public travel upon said street (of which it is agreed the Board of Estimates of Baltimore City shall be the judge), upon notice to that effect from the Board of Estimates of Baltimore City, the standing of cars upon said portion of said track, and the loading and unloading therefrom, shall cease, and thereafter the charge on said 285

feet of track shall be \$1.00 per foot per annum instead of \$2.00 per foot per annum as herein provided, and on the remainder of said track, that is, west of the point 285 feet west of its eastern terminus, no cars shall be permitted to stand. In the event that the graantee shall permit cars to stand at any time upon this portion of said track, it shall forfeit and pay to the Mayor and City Council of Baltimore liquidated damages at the rate of \$10.00 for each and every time it permits cars to stand upon such portion of said siding.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 1, 1917.

JAMES H. PRESTON, *Mayor.*

No. 215.

An ordinance to authorize the Baltimore and Ohio Railroad Company to construct, maintain and operate a Single Railroad Track across the bed of Bush Street, and also across the bed of Bayard Street, both Tracks being immediately Northwest of the Northwest side of Paca Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain and operate a single railroad track across the bed of Bush Street, and also across the bed of Bayard Street, both tracks being immediately Northwest of the Northwest side of Paca Street.

Beginning for the centre line of said track across Bush Street at a point on the Southwest side of Bush Street, four feet Northwestwardly from the corner formed by the intersection of the Northwest side of Paca Street with the Southwest side of Bush Street, and running thence Northeastwardly across Bush Street, four feet Northwestwardly from and parallel with the Northwest side of Paca Street, the distance of sixty-six feet to a point on the Northeast side of Bush Street four feet Northwest of the said Northwest side of Paca Street; and

Beginning for the centre line of said track across Bayard Street at a point on the Southwest side of Bayard Street, four feet Northwestwardly from the corner formed by the intersection of the Northwest side of Paca Street and the Southwest side of Bayard Street and running thence Northeastwardly across Bayard Street, four feet Northwestwardly from and parallel with the Northwest side of Paca Street, the distance of sixty-six feet to a point on the Northeast side of Bayard Street four feet Northwest of the Northwest side of Paca Street.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," Sub-Title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said

grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions

upon which the said franchise or rights are hereby granted, said franchise or right shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall at its own expense, in laying down from time to time, its said railway tracks on said streets, adjust its said tracks to the grades of such streets, as the same are now or may hereafter be established by law, and shall at its own expense keep the space between the said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City if and so often as said streets or either of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by law, the cost of paving or repaving the space between said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore, within ten days after the passage of this ordinance, all expense of advertising, and the sum of Two hundred and sixty-four dollars (\$264.00), and a like sum of Two hundred and sixty-four dollars (\$264.00) annually in advance, during the term of the grant hereby made. Provided that nothing contained in this grant shall be so construed as to allow the grantee or its assigns to stand any car or cars on the tracks hereby authorized to be constructed across the bed of Bayard

Street and Bush Street. Any obstruction of public travel over the crossing at Bayard and Bush Streets, except such as is necessarily involved in the passing of trains or cars across said streets while moving continuously, shall subject the grantee to a penalty of Ten dollars (\$10.00) for each offence.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the tracks of the Baltimore and Ohio Railroad Company shall be removed, or if the tracks hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the tracks hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall designate.

SECTION 9. *And be it further ordained,* That nothing contained in this grant shall be so construed as to allow the grantee or its assigns, to stand any car or cars on the tracks hereby authorized to be constructed.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 1, 1917.

JAMES H. PRESTON, *Mayor.*

No. 216.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1917 on all Bonds, Certificates of Indebtedness or Evidences of Debt, in whatsoever form made or issued by any public or private corporation, and also on shares of stock in Foreign Corporations.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1917 a tax for the use of the State of Maryland of Fifteen (15) cents on every one hundred dollars (\$100) of assessed or assessable value of all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, incorporated by this State, or any other State, Territory, District or Foreign Country, or issued by any State (except the State of Maryland) Territory, District or Foreign Country, not exempted from taxation by the Laws of this State, and owned by residents of the City of Baltimore, and also a tax of Fifteen (15) cents

for the use of the State of Maryland on every one hundred dollars (\$100) of assessed or assessable value of all shares of stock or shares in any Bank other than a National Bank, or in any Company or Corporation, incorporated by or located in and doing business in any other State, the District of Columbia, or in any Territory or Foreign Country, owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 214, Article 81, of the Code of Public General Laws, title "Revenue and Taxes"; said taxes to be collected and paid in the manner prescribed by Law.

Approved January 2, 1917.

JAMES H. PRESTON, *Mayor*.

No. 217.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1917.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that for the year 1917 a tax of thirty-six and five-twelfth cents ($.36 \frac{5}{12}$) on every one hundred dollars (\$100) of assessed or assessable value of property in the City of Baltimore, (excepting such property as may by provision of law be exempt from this rate) be and the same is hereby levied and imposed, for the use of the State of Maryland, to be collected and accounted for as provided by Law.

Approved January 2, 1917.

JAMES H. PRESTON, *Mayor*.

No. 218.

An ordinance to condemn and open Monastery Avenue, from the Westernmost side of Hilton Street to a point about 100 feet Southerly from Old Frederick Road; said opening to include all of Cascara Street, formerly called Wesley Street, now opened between Dorsey's Lane and Old Frederick Road, in accordance with a Plat thereof filed in the Office of the Commissioners for Opening Streets on the 16th day of May, 1916, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Monastery Avenue, of a width varying between 60 feet and 106.64 feet, from the westernmost side of Hilton Street to a point about 100 feet southerly from Old Frederick Road; said opening to include all of Cascara Street, formerly called Wesley Street, now opened between Dorsey's Lane and Old Frederick Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the Westernmost side of Hilton Street, formerly called Eleventh Street, as now opened 75 feet wide, distant 1176.86 feet southerly measured along the said westernmost side of Hilton Street from the southernmost side of Edmondson Avenue as now opened 100 feet wide, co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey Commission being west 16142.20 feet and south 2461.54 feet; and running thence at right angles to the said westernmost side of Hilton Street south $87^{\circ}-38'-45''$ west 60.00 feet; thence by a line curving to the left with 120.66 feet radius the distance of 90.23 feet, which are

is subtended by a chord bearing south $66^{\circ}-13'-23''$ west 88.14 feet; thence by a straight line south $44^{\circ}-47'-58''$ west 1275.13 feet to the northeasternmost side of Dorsey's Lane as now opened; thence binding on the said northeasternmost side of Dorsey's Lane north $50^{\circ}-53'-49''$ west 33.46 feet to the line of the northwesternmost side of Cascara Street (formerly called Wesley Street) as now opened 60 feet wide southwesterly of Dorsey's Lane; thence binding on the said northwesternmost side of Cascara Street south $40^{\circ}-25'-13''$ west 1924.59 feet to the northernmost side of Old Frederick Road as now laid out; thence binding on the said northernmost side of Old Frederick Road south $79^{\circ}-23'-06''$ east 69.15 feet to intersect the line of the southeasternmost side of said Cascara Street, thence binding on the southeasternmost side of said Cascara street north $40^{\circ}-25'-13''$ east 1451.79 feet to intersect a line drawn parallel to and distant 60 feet southeasterly measured at right angles from the said third line of this description; thence reversing said line so drawn and binding thereon north $44^{\circ}-47'-58''$ east 1711.03 feet to meet a curved line drawn parallel to and distant 60 feet southeasterly from the above mentioned curve; thence northeasterly reversing said curved line so drawn and binding thereon with a radius of 60.66 feet the distance of 45.36 feet, which arc is subtended by a chord bearing north $66^{\circ}-13'-23''$ east 44.31 feet to meet a line drawn parallel to and distant 60 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon north $87^{\circ}-38'-45''$ east 60 feet to the said westernmost side of Hilton Street; thence binding on the said westernmost side of Hilton

Street north $2^{\circ}-21'-15''$ west 60 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Monastery Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

And the said Commissioners are hereby directed, in pursuance of Section 175-A of the Revised Charter, to assess upon the property benefited thereby the entire cost and expenses of the opening hereby directed.

Approved January 12, 1917.

JAMES H. PRESTON, *Mayor*.

No. 219.

An ordinance granting permission to Starr, Bull and Stevens to erect a tin roof over the present porch on the third floor rear of premises No. 1400 Eutaw Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Starr, Bull and Stevens to erect a tin roof over the present porch on the third floor rear of premises No. 1400 Eutaw Place; the porch to be covered is 20 x 8 feet, and the roof is to be erected under supervision of the Inspector of Buildings of Baltimore City and in accordance with the requirements of existing laws and ordinances.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 14, 1917.

JAMES H. PRESTON, *Mayor.*

No. 220.

An ordinance granting permission to Max Rochkind to erect frame bath room covered with tin on top of present brick kitchen of premises No. 5 N. Wolfe Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore City,* That permission be and the same is hereby granted to Max Rochkind to erect a frame bath room ten feet long by seven feet wide by eight feet high covered with tin on top of present brick kitchen of premises No. 5 N. Wolfe Street, said

bath room to be eighteen inches away from party lines and to be erected under the supervision and subject to the approval of the Inspector of Buildings.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved February 14, 1917.

JAMES H. PRESTON, *Mayor*.

No. 221.

An ordinance granting permission to Max Rochkind to enclose a porch now existing on the rear of premises No. 2004 Fairmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore City*, That permission be and the same is hereby granted unto Max Rochkind to enclose the porch now existing on the rear of premises No. 2004 Fairmount Avenue, said porch being ten feet long by six feet wide by eight feet high; to be used as a bath room. Roof to be covered with tin.

Provided said bath room be eighteen inches from all party lines and to be erected under the supervision and subject to the approval of the Inspector of Buildings of Baltimore City.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved February 14, 1917.

JAMES H. PRESTON, *Mayor*.

No. 222.

An ordinance granting permission to Max Rochkind to enclose a porch now existing on the rear of premises No. 2119 Fairmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore City*, That permission be and the same is hereby granted unto Max Rochkind to enclose the porch now existing on the rear of premises No. 2119 Fairmount Avenue, said porch being twelve feet long by eight feet wide by nine feet high; to be used as a bath room. Roof to be covered with tin.

Provided said bath room be eighteen inches from all party lines and to be erected under the supervision and subject to the approval of the Inspector of Buildings of Baltimore City.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved February 14, 1917.

JAMES H. PRESTON, *Mayor*.

No. 223.

An ordinance to authorize the Baltimore and Ohio Railroad Company to construct, maintain and operate Two Single Railroad Tracks in the bed of President Street near Aliceanna Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain and operate two single railroad tracks in the bed of President Street.

Beginning for the first of said tracks at a point in the centre of the present track of the Baltimore and Ohio Railroad Company as now constructed in the bed of President Street, said point being 119 feet North of the Northerly building line of Aliceanna Street, and running thence Southerly by a curve to the right, with a radius of 464 feet, the distance of 57.93 feet to a point; thence by a line tangent to said curve making an angle of 7 degrees, 9 minutes and 10 seconds with the centre line of the present track, the distance of 68 feet to a point; thence by a curve to the right, with a radius of 240.5 feet, the distance of 20 feet to a point; thence by a line tangent to said curve making an angle of 11 degrees, 54 minutes and 54 seconds with the centre line of the present track, the distance of 76.1 feet to a point in the Westerly building line of President Street, said point being 30.4 feet South of the Southerly building line of Aliceanna Street; and

Beginning for the second of said tracks at a point in the centre line of the track above described at the distance of 25.95 feet South of the Northerly building line of Aliceanna Street, and running thence Southerly by a curve to the right, with a radius of 312 feet, the distance of 51.88 feet to a point; thence by a line tangent to said curve the distance of 2.29 feet to a point in the Westerly building line of President Street, said point being 7.72 feet South of the Southerly building line of Aliceanna Street.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted,

and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," Sub-Title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Bal-

timore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or rights are hereby granted, said franchise or right shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall at its own expense, in laying down from time to time, its said railway tracks on said street, adjust its tracks to the grade of such street, as the same is now or may hereafter be established by law, and shall at its own expense keep the space between the said tracks and for two feet on either side thereof in thorough repair, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portions of said street on either side of said tracks, and shall pay to the City if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by law, the cost of paving or repaving the space between said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore, within ten days after the passage of this ordinance, all expense of advertising, and the sum of Two hundred

and seventy-six dollars (\$276.00), and a like sum of Two hundred and seventy-six dollars (\$276.00) annually in advance, during the term of the grant hereby made. And in further consideration of the grant of this franchise, it is agreed that the Mayor and City Council of Baltimore shall have the right to use the tracks hereby authorized, and also the extension of said tracks down to the float bridge to be constructed by the Baltimore and Ohio Railroad Company near the foot of Presideent street, for all of the proper purposes of the Municipally Owned Railroad of Baltimore City, upon the following conditions:

(1) If the operation of the said tracks and the transfer of cars over the same shall be done by the Baltimore and Ohio Railroad Company, the Municipally owned Railroad shall pay to the Baltimore and Ohio Railroad Company the portion of the total operating expenses and a reasonable charge for maintenance, in the proportion which the number of cars so handled for the Municipally owned Railroad bears to the total number of cars handled at that point.

(2) If the transfer of cars of the Municipally Owned Railroad shall be done by it, then no charge shall be made except that the Municipally Owned Railroad shall pay to the Baltimore and Ohio Railroad Company the portion of the cost of operating the said tracks so to be used and a reasonable charge for maintenance of said tracks, in the proportion which the number of cars handled over the said tracks by the Municipally Owned Railroad bears to the total number of cars handled over the same.

(3) All cars to be handled over the said tracks shall be given prompt dispatch in the

order of arrival, but the cars of the Baltimore and Ohio Railroad Company shall be given priority over those of the Municipally Owned Railroad arriving at the same time.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the tracks of the Baltimore and Ohio Railroad Company shall be removed, or if the tracks hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purpose of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the tracks hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall designate.

SECTION 9. *And be it further ordained,* That nothing contained in this grant shall be so

construed as to allow the grantee or its assigns, to stand any car or cars on the tracks hereby authorized to be constructed.

SECTION 10. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 14, 1917.

JAMES H. PRESTON, *Mayor*.

No. 224.

An ordinance to authorize the Baltimore and Ohio Railroad Company to Construct, Maintain and Operate Two Single Railroad Tracks in the bed of Warner Street, near Alluvian Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain and operate two single railroad tracks in the bed of Warner Street.

Beginning for the centre line of the first track in the centre of the track as now maintained by the Baltimore and Ohio Railroad Company on Warner Street at a point 32 feet South of the South line of Alluvian Street, and running thence Northeastwardly by a curve to the right, with a radius of 193.19 feet, the distance of 128 feet to the Southeast line of Warner Street: and

Beginning for the centre line of the second track on the Southeast side of Warner Street the distance of 295 feet Northeastwardly from the North line of Alluvian Street and running

thence Northeastwardly on Warner Street parallel to and 9 feet distant from the East building line thereof, the distance of 60 feet.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate in the public interest, the exercise of the right herein granted, and that the said right shall be exercised and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," Sub-Title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right in said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and

binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or rights are hereby granted, said franchise or rights shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks on said street, adjust its said tracks to the grade of such street, as the same is now or may hereafter be established by law, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portions of said street on either side of said tracks, and shall pay to the City if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by law, the cost of paving or repaving the space between said tracks and for two feet on either side thereof.

SECTION 5. *And be it further ordained,* That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore, within ten days after the passage of this ordinance, all expenses of advertising and the sum of Two hundred and forty-eight dollars (\$248.00), and a like sum annually during the term of the grant hereby made.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the tracks of the Baltimore and Ohio Railroad Company shall be removed, or if the tracks hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the tracks hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction, and renewals thereof, from time to time, shall

be of such character as the Highways Engineer shall designate.

SECTION 9. *And be it further ordained,* That cars may be permitted to stand on the Northernmost 60 feet of the track hereby authorized to be constructed for team track deliveries to and from said cars, and for the purpose of permitting the occupants of property on said street opposite any car to load or unload merchandise into or from said car by the use of skids across the pavement or such other devices as the Highways Engineer may authorize from time to time; provided that any and every right hereby granted to stand any car or cars on any part of said switches or sidings, on the public highway, shall be revocable by the Mayor and City Council of Baltimore, at any time hereafter, when, in its judgment, the public welfare or convenience may so require.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 14, 1917.

JAMES H. PRESTON, *Mayor.*

No. 225.

An ordinance to change the name of the street located between Forty-First and Forty-Second Streets and extending west from Falls Road, from Hohenhoff Parkway to Weldon Avenue, and to call the circle in said Street Weldon Circle.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the name of the street located between Forty-First and

Forty-Second Streets and extending west from Falls Road, be and the same is hereby changed from Hohenhoff Parkway to Weldon Avenue and to call the circle in said street, Weldon Circle.

Approved February 21, 1917.

JAMES H. PRESTON, *Mayor*.

No. 226.

An ordinance granting permission to Drury, Lazenby & Company, Incorporated, a body corporate, incorporated under the laws of the State of Maryland, to connect the fourth floor of the new building to be erected on the east side of Cheapside; improvements whereon are to be known as No. 107 Cheapside, with the building now occupied by it at 108 South Street, by a covered superstructure or bridgeway above and across Bowley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that in pursuance of power vested in it, and for the convenience of said Drury, Lazenby & Company, Incorporated, a body corporate, incorporated under the laws of the State of Maryland, in transferring goods, material and merchandise of various kinds from one building to the other, used in connection with the wholesale grocery business, authority be and the same is hereby granted to the said Drury, Lazenby & Company, its successors and assigns, to construct, erect and maintain at its own cost, for a period not exceeding twenty-five years a covered superstructure or bridgeway above and across the surface of Bowley Street which shall connect

with the fourth floor of the building to be erected at 107 Cheapside with the premises now occupied by them at 108 South Street upon the terms and conditions following, that is to say:

First: That the said superstructure or bridge-way shall extend from and connect the fourth floor of the new building to be erected at 107 Cheapside with the corresponding fourth floor of the building now occupied by it at 108 South Street as aforesaid.

That the said structure or bridgeway shall, in order to permit free passage across the same from said building to be erected at 107 Cheapside to the building now occupied by it at 108 South Street be not less than six feet wide and ten feet more or less in height by twenty-eight feet in length to extend from new building to be erected at 107 Cheapside to the building now occupied, and to extend from the northeast corner of the fourth floor of the said building at 107 Cheapside to the southwest corner of the fourth floor of the building at 108 South Street. The said structure or bridgeway shall be constructed of fire proof material and no woodwork or other combustibile material shall be used in the construction of the same, and the openings from said building to said superstructure or bridgeway shall be covered with Standard fire doors and the same shall be thirty-four feet 6 inches above the grade of Bowley Street.

Second: And further the said superstructure or bridgeway shall be erected and completed under the superintendence and to the satisfaction of the Inspector of Buildings of Baltimore City.

Third: That the Mayor and City Council of Baltimore hereby expressly reserve the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Fourth: That in the event of the failure of the said Drury, Lazenby & Company, Incorporated, its successors or assigns, to maintain the said superstructure or bridge-way in good condition throughout the full term of this grant, or to comply with the terms of this Ordinance, the same shall be revocable by an order of the Mayor or by an Ordinance of the Mayor and City Council of Baltimore.

Fifth: That the said superstructure or bridge-way shall be begun within six months from the passage of this Ordinance and shall be completed on or before the first day of April, nineteen hundred and seventeen.

Sixth: That the said Drury, Lazenby & Company, Incorporated shall pay to the Mayor and City Council of Baltimore, as compensation for the franchise hereby granted the sum of One hundred and eighty-four dollars and twenty-four cents (\$184.24) and all expenses of advertising, and a like sum annually during the term of the grant hereby made.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved February 21, 1917.

JAMES H. PRESTON, *Mayor*.

No. 227.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate curves, switches and tracks, with the necessary poles, wires and overhead construction, to connect its lines at the following points: At North and Madison Avenues, double track curves around the southwest corner, connecting the existing tracks on North Avenue with the existing tracks on Madison Avenue; at Eutaw and Franklin Streets, double track curves around the northeast corner, connecting the existing tracks on Eutaw Street with the existing tracks on Franklin Street; at Franklin Street and Park Avenue, a single track curve around the southwest corner, connecting the eastbound track on Franklin Street with the southbound track on Park Avenue; at Liberty and Lombard Streets, a single track curve around the northeast corner, connecting the southbound track on Liberty Street with the existing single track on Lombard Street; at German and Liberty Streets, a single track curve around the northeast corner, connecting the westbound track on German Street with the northbound track on Liberty Street; at North and Pennsylvania Avenues, double track curves around the northeast corner, connecting the existing tracks on North Avenue with the existing tracks on Pennsylvania Avenue; at Charles and Lee Streets, double track curves around the southwest corner, connecting the existing tracks on Charles Street with the existing tracks on Lee Street; and to operate and maintain an electric railway thereover.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct and maintain curves, switches and tracks, to connect and extend its lines at the following points, and to run cars and to operate a railway thereon, and also erect and maintain the necessary poles, wires and overhead construction and appurtenances as may be necessary and proper for said curves, connections and switches, name-

ly: at North and Madison Avenues, double track curves around the southwest corner, connecting the existing tracks on North Avenue with the existing tracks on Madison Avenue; at Eutaw and Franklin Streets, double track curves around the northeast corner, connecting the existing tracks on Eutaw Street with the existing tracks on Franklin Street; at Franklin Street and Park Avenue, a single track curve around the southwest corner, connecting the eastbound track on Franklin Street with the southbound track on Park Avenue; at Liberty and Lombard Streets, a single track curve around the northeast corner, connecting the southbound track on Liberty Street with the existing single track on Lombard Street, at German and Liberty Streets, a single track curve around the northeast corner, connecting the westbound track on German Street with the northbound track on Liberty Street; at North and Pennsylvania Avenues, double track curves around the northeast corner, connecting the existing tracks on North Avenue with the existing tracks on Pennsylvania Avenue; at Charles and Lee Streets, double track curves around the southwest corner, connecting the existing tracks on Charles Street with the existing tracks on Lee Street, and the said Company is hereby further authorized and empowered to connect the tracks and overhead construction hereby authorized by all necessary appurtenances with the tracks and overhead construction already in existence at said locations, and to make necessary modifications of special work; and to run on the aforesaid tracks cars to be propelled by electricity supplied by overhead wires or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained,* that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof from time to time shall be of the most improved pattern of girder rails and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, or down the gutters thereof.

SECTION 3. *And be it further ordained,* that the said grantee, its successors or assigns, shall at its own expense in laying down or relaying down from time to time the railway tracks hereby authorized on said streets adjust the said tracks to the grades of said streets as the same now are or may hereafter be established by Law, and shall at its own expense keep the space within each of said tracks and for two feet on either side thereof, in thorough repair, and shall at its own expense keep the same free from snow or other obstructions, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City if and so often as said streets or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents, duly authorized by Law, the cost of paving or repaving the spaces between the said tracks and extending for two feet on either side thereof, of whatever material the same may be constructed.

SECTION 4. *And be it further ordained,* that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public inter-

est, the exercise of the right herein granted and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the said grantee, its representatives, or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation aforesaid; provided, that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* that the right and duty are hereby expressly

reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grant and not inconsistent with the terms thereof, and in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become wholly null and void.

SECTION 6. *And be it further ordained,* that non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* that the compensation to be paid by the United Railways and Electric Company of Baltimore for the franchises and rights hereby granted shall be, the sum of Seven Hundred Dollars (\$700.00) and all expenses of advertising.

SECTION 8. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved February 21, 1917.

JAMES H. PRESTON, *Mayor.*

No. 228.

An ordinance to repeal and re-ordain, with amendments, Sections 2 and 3 of Ordinance No. 462 of June 8, 1914.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that Sections 2 and 3 of Ordinance No. 462 of June 8, 1914, be and the same are hereby repealed and re-ordained, with amendments, so as to read as follows:

SECTION 2. *And be it further ordained* that whenever it shall appear that more than one sanitary sewer connection has been made to any land, building or premises, and the subsequent improvement or alteration of said land, building or premises makes one or more of said sanitary sewer connections unnecessary then upon notice from the Highways Engineer it shall be the duty of the owner or occupier of said land, building or premises under the direction and supervision of the official giving said notice, to remove the cast-iron pipe from the end or ends of such unused sanitary sewer connection or connections, or to cut off the terra cotta pipe, where no cast-iron pipe is used, at its connection to the sewer or at such other points as may be directed and to properly close up the terra cotta pipe of said sanitary sewer connection or connections. Any person failing or refusing to comply with the provisions of this section shall be subject to a fine of Twenty-five Dollars (\$25.00) to be collected as other fines for violations of City Ordinances.

SECTION 3. *And be it further ordained* that, in addition to the fines prescribed in Sections 1 and 2 of this Ordinance, the Highways

Engineer shall have the power and right, after giving notice as aforesaid, to close up any sewer so tapped or connected with, or to remove said cast-iron pipe or to cut off said terra cotta pipe from any unused sanitary sewer connection or connections and to properly close up the terra cotta pipe, and the cost and expense of such work shall be charged to the person, firm or corporation failing or refusing to comply with the notice as aforesaid.

Approved February 24, 1917.

JAMES H. PRESTON, *Mayor*.

No. 229.

An ordinance granting permission to George M. Zapf to replace open shed at 402 Somerset Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore.* That permission be and the same is hereby granted to George M. Zapf to replace and maintain a frame shed on premises No. 402 Somerset street; said frame shed to be 86 feet by 20 feet, and to be 18 feet high in rear and 12 feet in front, and to be erected under the supervision of the Inspector of Buildings of Baltimore City and to be used as a stone yard.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 24, 1917.

JAMES H. PRESTON, *Mayor*.

No. 230.

An ordinance to change the name of 27½ Street to Whitridge Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the name of 27½ Street be and the same is hereby changed to Whitridge Avenue.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved February 27, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 231.

An ordinance granting permission to The Crown Cork & Seal Company of Baltimore City to use the conduits and subway system of the City of Baltimore for the purpose of carrying cables required in the conduct of its business.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission and authority be and they are hereby granted to The Crown Cork and Seal Company of Baltimore City, to use for a period not exceeding twenty-five years the conduits and subway system of the City of Baltimore from the new Substation building on the west side to the building on the east side of Latrobe street between Oliver and Federal streets, a total lineal feet of duct line not to exceed 22 feet for the carriage of electric cables to supply the above building with electric current for light and power from the Crown Cork and Seal Company's new Substation located on the northwest

corner of Oliver and Latrobe streets, all as shown on attached blueprint dated November 20th, 1916.

Provided however, that the said Crown Cork and Seal Company of Baltimore City, for the carriage of said cables shall use the subway and conduit system which will be constructed by the City at the expense of the said Crown Cork and Seal Company and upon the payment of the rentals and upon the compliance with the conditions as to the use of such subways established by the laws of the State, the ordinances of the Mayor and City Council, or the lawful rules and regulations of the Electrical Commission.

And provided further, that nothing in this ordinance shall be construed to confer upon the said grantee the right to erect poles or other apparatus above ground within the City of Baltimore.

SECTION 2. *And be it further ordained* that the Mayor and City Council of Baltimore hereby expressly reserve the right and duty at all times to exercise, in the interests of the public, full municipal superintendence, regulation and control in respect to all matters connected with the authority hereby given, and not inconsistent with the terms thereof, and also that the authority hereby granted shall be executed and enjoyed immediately after grant.

SECTION 3. *And be it further ordained*, That as compensation for the franchise hereby granted, the said grantee shall pay the Mayor and City Council of Baltimore, the sum of Thirty-seven dollars and fifty cents (\$37.50) and a like amount annually during the term of

the franchise hereby granted, together with all expense of advertising.

SECTION 4. *And be it further ordained,* That non-compliance with any of the terms and conditions of the authority hereby given, shall operate the forfeiture of same.

Approved March 2, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 232.

An ordinance to authorize The Baltimore and Ohio Railroad Company to Construct, Maintain and Operate a Single Railroad Track on Hull Street beginning at a point 191 feet North of the North side of Nicholson Street and running thence Northerly along the East side of Hull Street 437 feet; and to authorize the said Railroad Company to maintain the Track it has already constructed in the bed of Hull Street 20 feet West of the East side of Hull Street; and to further authorize the said Railroad Company to stand Cars upon the said Tracks so that they may be loaded or unloaded.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Baltimore and Ohio Railroad Company be and it is hereby authorized to construct, maintain and operate a single railroad track in the bed of Hull Street beginning for the centre line of said track at a point on the East side of Hull Street 191 feet North of the intersection of the North side of Nicholson Street with the East side of Hull Street, and running thence Northerly by a curve to the right, with a radius of 287.94 feet, the distance of 65 feet to a point in the bed of Hull Street 257 feet North of the North side of Nicholson Street and 9 feet West of the

East side of Hull Street, and running thence Northerly by a straight line parallel to and 9 feet West of the East side of Hull Street the distance of 372 feet.

SECTION 2. *And be it further ordained,* That the Baltimore and Ohio Railroad Company be and it is hereby authorized to maintain under the terms of this ordinance the track which it has heretofore constructed and is now maintaining in the bed of Hull Street, as if said track was constructed under authority hereby given, said track beginning on the North side of Hull Street at a point 186 feet North of the intersection of the North side of Nicholson Street with the East side of Hull Street, and running thence Northerly by a curve to the right, with a radius of 287.94 feet, the distance of 101 feet to a point in the bed of Hull Street 286 feet North of the North side of Nicholson Street and 20 feet West of the East side of Hull Street, and running thence Northerly by a straight line parallel to and 20 feet West from the East side of Hull Street the distance of about 344 feet.

SECTION 3. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held exercised and enjoyed for the period of twenty-five years, and with the further right in said

grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of Baltimore and the other to be appointed by the grantee, its successors or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 4. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or rights

are hereby granted, said franchise or rights shall be and become wholly null and void.

SECTION 5. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down and maintaining from time to time its said railroad tracks on said street, adjust its said tracks to the grade of such street as the same is now or may hereafter be established by law, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portion of said street.

SECTION 6. *And be it further ordained,* That the Baltimore and Ohio Railroad Company shall not be required to pave between its tracks and for two feet on each side thereof, and in the construction of the track hereby authorized to be constructed and the track hereby authorized to be maintained, it may use the "T" rail construction with stone ballast and may carry said stone ballast to the curbing which shall be placed two feet West of the West rail of the West track which it is authorized to maintain under the terms of this ordinance in the bed of Hull Street.

SECTION 7. *And be it further ordained,* That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore, the sum of Eight hundred and eighty-two dollars (\$882.00) together with all expense of advertising, within ten days after the passage of this ordinance and a like sum annually during the term of the grant hereby made.

SECTION 8. *And be it further ordained,* That non-compliance at any time or times by

the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 9. *And be it further ordained.* That if at any time the tracks of the Baltimore and Ohio Railroad Company shall be removed, or if the tracks hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and determine without compensation to the grantee, its successors or assigns.

SECTION 10. *And be it further ordained.* That the track hereby authorized to be constructed and the track authorized to be maintained on Hull Street shall be constructed and maintained under the supervision of and to the entire satisfaction of the Highways Engineer.

SECTION 11. *And be it further ordained.* That cars may be permitted to stand on the tracks hereby authorized to be constructed and maintained for the purpose of being loaded and unloaded, provided, however, that any right to stand any car or cars on said tracks may be revoked by the Mayor and City Council of Baltimore, when, in its judgment the public convenience so requires.

SECTION 12. *And be it further ordained.* As a condition to the acceptance of this ordi-

nance by the Baltimore and Ohio Railroad Company that, it shall remove, at its own expense, the track now constructed in the middle of Hull Street, the centre line of which is about 33 feet East of the West side of Hull Street, but after said track is removed the Baltimore and Ohio Railroad Company shall be under no obligation to restore the street bed which will be torn up by the removal of said track.

SECTION 13. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 2, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 233.

An ordinance granting permission to the Armour Fertilizer Works, Incorporated, to erect a Frame covered shed on their property situate on the South side of the Harbor between Allan and Jones Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission be and that the same is hereby granted to the Armour Fertilizer Works Incorporated to erect and maintain a wooden frame structure covered with asbestos siding as an addition to their main building situate on the south side of the Harbor between Allan and Jones Streets; the dimensions of the said wooden frame structure to be of an average of 50 ft. wide by 100 feet long by 24 feet high, and the said wooden frame shed to be erected under the supervision of the Inspector of Buildings for Baltimore City.

This building to be removed and fireproof building to be erected at the expiration of ten years if upon order of the Mayor and Inspector of Buildings.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved March 3, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 234.

An ordinance to authorize The Baltimore and Ohio Railroad Company to construct and maintain a Pier, Float Bridge and two Pile Fenders in the Waters of the Harbor of Baltimore at the West End of Lancaster Street extending Southerly into the said Waters.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Baltimore and Ohio Railroad Company be and it is hereby authorized to construct and maintain a pier, float bridge and two pile fenders in the waters of the Harbor of Baltimore at the West end of Lancaster Street extending Southerly into said waters, the outlines of said pier and float bridge being described as follows:—

Beginning at a point on the wall now constructed along the east side of Jones Falls, said point being fifty-eight and eight tenths (58.8) feet west of the west building line of President street and two and two hundredths (2.02) feet south of the north building line of Lancaster street; thence running southerly into the waters of the basin, a distance of one hundred and

ninety-eight hundredths (100.98) feet to a point in line with the wall now constructed along the south side of Lancaster street; thence, continuing southerly, fifty-five and five tenths (55.5) feet to a point in the waters of the basin; thence easterly, and parallel with the wall now constructed along the south side of Lancaster street, a distance of fifty-four and thirty-two hundredths (54.32) feet to a point in the waters of the basin; thence northerly, and parallel with the first described line, fifty-five and five tenths (55.5) feet to a point on the south side of the wall now constructed on the south side of Lancaster street, said point being at a distance of ninety-six and forty-five hundredths (96.45) feet from the west line of Pier No. 7 measured along the forementioned wall.

With the right of the said Railroad Company to extend southward from the southwest corner of the float bridge above described a pile fender one hundred and four and five tenths (104.5) feet in length, the west side of said fender to be an extension of the above first described line, and the further right to construct from the southeast corner of said float bridge a pile fender extending southward a distance of one hundred and seventy-nine and five tenths (179.5) feet parallel with the above first described line, the southernmost point of said fender to be one hundred (100) feet distant from the west line of Pier No. 7.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and

enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," Sub-Title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right in said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, reg-

ulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or rights are hereby granted, said franchise or right shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That, in consideration of the rights hereinabove granted, said grantee shall pay to the Mayor and City Council of Baltimore, within ten (10) days after the passage of this ordinance, all expenses of advertising and the sum of sixty-four dollars and ninety-three cents (\$64.93), and a like sum annually thereafter during the continuance of this franchise. And, further, in consideration of the grant of this franchise, it is agreed that the Mayor and City Council of Baltimore shall have the right to use the float bridge, to be constructed and maintained at the foot of President street, for all of the proper purposes of the Municipally Owned Railroad of Baltimore City, upon the following conditions:

(1) If the operation of the Float Bridge and the transfer of cars at that point shall be done by the Baltimore and Ohio Railroad Company, the Municipally Owned Railroad shall pay to the Baltimore and Ohio Railroad Company the portion of the total operating expenses and a reasonable charge for maintenance in the proportion which the number of cars so handled for the Municipally Owned Railroad bears to the total number of cars handled at that point.

(2) If the transfer of cars of the Municipally Owned Railroad shall be done by it, using City

floats, then no charge will be made except that the Municipally Owned Railroad shall pay to the Baltimore and Ohio Railroad Company the portion of the cost of operating the float bridge and a reasonable charge for maintenance, in the proportion which the number of cars handled over the float bridge by the Municipally Owned Railroad bears to the total number of cars handled over same.

(3) All cars to be handled over the float bridge shall be given prompt dispatch in the order of arrival, but the cars of the Baltimore and Ohio Railroad Company shall be given priority over those of the Municipally Owned Railroad arriving at the same time.

SECTION 5. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 6. *And be it further ordained,* That the pier, float bridge and pile fenders hereby authorized shall be constructed under the supervision of the Harbor Engineer and maintained to his entire satisfaction.

SECTION 7. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 12, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 235.

An ordinance providing for the Acquisition by the Mayor and City Council of Baltimore, by Purchase or Condemnation, for Park Purposes, of a lot of ground on the Southeast side of Biddle Alley about 462 feet Northeast from Pennsylvania Avenue, and providing for the Assessment of Benefits on account of said Improvement.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Park Commissioners be and they are hereby authorized to acquire, in the name of the Mayor and City Council of Baltimore, for park purposes, by purchase, if the same can be obtained at a reasonable price, and, if not, then by condemnation, the following described lot of ground:

Beginning for the same on the line of the southeast side of Biddle alley, at the distance of about four hundred and sixty-two feet northeasterly from Pennsylvania avenue, and at the end of the second line of the whole piece or parcel of ground conveyed by Nicholas Wood to William Coch, and running thence southwesterly, binding on said southeast side of Biddle alley, twenty-five feet; thence southeasterly, parallel with Pennsylvania avenue, ninety-six feet; thence northeasterly, parallel with Biddle alley, twenty-five feet; and thence northwesterly, parallel with Pennsylvania avenue, ninety-six feet to the place of beginning.

And the City Solicitor is hereby authorized and directed to take such proceedings as may be requisite for the purpose of acquiring said lot of ground.

SECTION 2. *And be it further ordained*, That, upon the acquisition of the lot of ground

referred to in said Section 1, either by purchase or condemnation, the Commissioners for Opening Streets be and they are hereby authorized and directed to proceed to assess all the ground and improvements within and adjacent to the city, the owners of which, as such, the said Commissioners shall decide and deem to be directly benefited by accomplishing the object authorized by this ordinance; and, in assessing said benefits, the procedure of the said Commissioners and the rights and remedies of all parties assessed, including the right of appeal from the action of said Commissioners, shall be the same as, under the existing law, applies in the case of assessment of benefits for the opening or widening of a public highway. In the event that the direct benefits assessed in pursuance of this Section shall not be equal to the expense of acquiring said lot, as provided in Section 1 hereof, the balance of said expense shall be provided for in the appropriation in the Ordinance of Estimates for 1917, to the Board of Park Commissioners, out of any fund available for that purpose.

Approved March 12, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 236.

An ordinance, granting permission to W. B. Nichols, to erect a third story open porch, to extend and project from the rear of his premises, No. 801 N. Stricker Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission be and the same is hereby granted to W. B.

Nichols to construct and erect a third story porch to extend and project from the rear of his premises, known as No. 801 N. Stricker Street; said porch to be fourteen feet six inches by eight feet, and to be covered with slag, and to be eighteen inches away from party lines, and to have such supports as shall be approved by the Inspector of Buildings of Baltimore City, and to be otherwise erected and constructed under his supervision and in accordance with the requirements of existing laws and ordinances.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved March 12, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 237.

An ordinance authorizing the sale by the Mayor and City Council of Baltimore to the Monticello Distilling Company of a strip of ground lying between that Company's property and the Fallsway.

Be it ordained by the Mayor and City Council of Baltimore that the sale is hereby authorized by the Mayor and City Council of Baltimore to the Monticello Distilling Company for the sum of Ten Hundred and thirty-one dollars and twenty-five cents, (\$1031.25) of the following strip of ground lying alongside of the Fallsway and thus described:

Beginning for the same at a point on the northernmost side of Bath Street, formerly called Foundry Street, at the distance of 61

feet west from the northwesternmost corner or intersection of Bath and Front Street, said point of beginning being at the division line between the land now or formerly belonging to the Monticello Distilling Company and the land now or formerly belonging to the Mayor and City Council of Baltimore, and running thence westerly binding on the northernmost side of Bath Street 7 feet to the line of the easternmost edge of the coping of the wall of the easternmost side of Jones Falls and to the easternmost side of Fallsway as recently condemned and opened; thence northerly binding on the easternmost edge of said coping of said wall and along the easternmost side of said Fallsway 124 feet, more or less, to meet a line drawn northwesterly in continuation of the northeasternmost outline of the land there situate, now or formerly belonging to the Monticello Distilling Company; thence reversing said line so drawn and binding thereon southeasterly 7 feet 3 inches to intersect said division line between the land now or formerly belonging to the Monticello Distilling Company and the land now or formerly belonging to the Mayor and City Council of Baltimore; thence southerly binding on said division line 120 feet 9 inches to the place of beginning.

Provided that said private sale be expressly authorized by the Board of Estimates and so entered on their minutes, and that the Commissioners of Finance unite in the conveyance as required by Section 13 of the Charter.

Approved April 4, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 238.

An ordinance authorizing the Comptroller of the City of Baltimore to sell, at private sale, to the Triangle Realty Company, incorporated, the property situate at the southwest corner of Light and Poultney Streets, known as Old Public School No. 17, for a sum not less than eight thousand five hundred dollars (\$8,500.00), subject to an annual rent of two hundred and seventeen dollars (\$217.00), the purchase price of eight thousand, five hundred dollars (\$8,500.00) to be paid as follows: Three thousand dollars (\$3,000.00) to be paid upon the execution of the deed and the balance of five thousand five hundred dollars (\$5,500.00) to be secured by a purchase money mortgage to the Mayor and City Council of Baltimore for five (5) years, with interest at six per cent (6%), the said mortgage to further provide for the reduction of said mortgage debt, at any interest period, by the payment of sums not less than five hundred dollars (\$500.00).

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the Comptroller of the City of Baltimore be and he is hereby authorized and empowered to sell, at private sale, to the Triangle Realty Company, incorporated, the property situate at the southwest corner of Light and Poultney Streets, known as Old Public School No. 17, for a sum not less than eight thousand five hundred dollars (\$8,500.00), subject to an annual rent of two hundred and seventeen dollars (\$217.00), the purchase price of eight thousand, five hundred dollars (\$8,500.00) to be paid as follows: Three thousand dollars (\$3,000.00) to be paid upon the execution of the deed and the balance of Five Thousand five hundred (\$5,500.00) to be secured by a purchase money mortgage to the Mayor and City Council of Baltimore for five (5) years, with interest at six per cent (6%), the mortgage to further provide for the reduction of said mortgage debt, at any interest

period, by the payment of sums not less than five hundred dollars (\$500.00).

SECTION 2. *And be it further ordained* that no conveyance or conveyances shall be made in accordance with Section 1 hereof until the same shall have been approved by the City Solicitor and also approved by the Board of Estimates and authorized by said Board by Resolution duly entered on its minutes. The deed or deeds aforesaid are to be signed by the Mayor, the Commissioners of Finance of the City, uniting therein in pursuance of Section 13 of Chapter 32 of the Acts of the General Assembly of Maryland of 1912.

Approved April 4, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 239.

An ordinance authorizing the sale, by the Mayor and City Council of Baltimore to the Baltimore and Ohio Railroad Company, of a portion of the Morgue Lot on the West side of President Street and a portion of the bed of Lancaster Street lying immediately south of said portion of said Morgue Lot.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the sale by the Mayor and City Council of Baltimore to the Baltimore and Ohio Railroad Company is hereby authorized of the lot of ground comprising a portion of the lot on which the City Morgue has heretofore stood, and also a small portion of the western end of Lancaster Street immediately south of said Morgue property, described as follows, that is to say:

Beginning at the intersection of the west building line of President Street, and the south building line of Aliceanna Street; thence, south, on the said west building line of President Street, 226.03 feet to the north building line of Lancaster Street; thence continuing southerly on the west building line of President Street produced, 103 feet to the south side of the existing bulkhead on the south side of Lancaster Street; thence westerly, on the said south side of said bulkhead, 6.03 feet to the west side of the present bulkhead on the east side of Jones Falls; thence northwesterly, on the west side of said bulkhead, 116.85 feet to north building line of Lancaster Street; thence northerly 225.26 feet to a point on the south building line of Aliceanna Street, said point being 56 feet from the west building line of President Street; thence easterly, on the said south building line of Aliceanna Street, 56 feet to the place of beginning.

And said sale is hereby authorized to be made by private sale for a sum equal to \$2.00 per square foot of the land included within the above description and the additional sum of six thousand dollars (\$6,000), being the amount estimated to build a new Morgue in place of the one standing on the lot herein authorized to be sold; provided said private sale is expressly authorized by the Board of Estimates and so entered on their minutes and that said sale shall be approved by the Commissioners of Finance, as provided by Section 13 of the City Charter.

Approved April 4, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 240.

An ordinance to condemn and close Lancaster Street, from the westernmost side of President Street to Jones Falls, in accordance with a Plat thereof filed in the office of the Commissioners for Opening Streets on the 3rd day of November, 1916, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Lancaster Street, 100 feet wide, from the westernmost side of President Street to Jones Falls; the land hereby directed to be condemned and closed being described as follows:

Beginning for the same on the westernmost side of President Street, where it is intersected by the northernmost side of Lancaster Street, and running thence westerly, binding on the northernmost side of Lancaster Street, 59.85 feet, to the face of the bulkhead wall along Jones Falls; thence southeasterly, binding along the face of said bulkhead wall, 116.85 feet, to the angle in the bulkhead wall there situate; thence easterly along the face of the bulkhead wall, 6.63 feet to intersect the westernmost line of President Street, produced southerly from the northernmost side of Lancaster Street; thence northerly reversing said line so produced and binding thereon .103 feet to the place of beginning.

See Plat of said street as proposed to be closed on file in the Office of the Commissioners for Opening Streets.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned and closed being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 3rd day of November, 1916, and is now on file in the said office.

SECTION 2. *And be it further ordained*, that the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Lancaster Street, and the proceedings and rights of all parties interested on affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 9, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 241.

An ordinance to condemn, open and grade Sequoia Avenue, from Pimlico Circle to Garrison Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 8th day of December, 1916, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Com-

missioners for Opening Streets be and they are hereby authorized and directed to condemn and open and grade Sequoia avenue, with a width of 120 feet, from Pimlico Circle to Garrison avenue, the street hereby proposed to be condemned being described as follows:

Beginning for the same at the point of intersection formed by the circumference of Pimlico Circle, as established by Ordinance No. 605, approved May 11, 1915, and the southwesternmost side of Sequoia avenue, 120 feet wide, as determined by Ordinance No. 356, approved July 10, 1909, said point of beginning being north $87^{\circ} 36' 39''$ west, 186 feet from the center of said Pimlico Circle, co-ordinates of said point of beginning, based upon the system used by the City of Baltimore Topographical Survey Commission, being west 12080.23 feet and north 10193.27 feet, and running thence, binding on the said southwesternmost side of Sequoia avenue, north $68^{\circ} 47' 30''$ west 7376.21 feet to the northeasternmost side of Garrison avenue as now laid out; thence, binding on the said northeasternmost side of Garrison avenue, the two following courses and distances, namely: north $21^{\circ} 11' 10''$ west, 126.34 feet, and north $18^{\circ} 55' 17''$ west 34.92 feet to the northeasternmost side of said Sequoia avenue 120 feet wide; thence, binding on the said northeasternmost side of said Sequoia avenue, south $68^{\circ} 47' 30''$ east 7483.90 feet to the said circumference of Pimlico Circle; thence southerly, binding on the said circumference of Pimlico Circle, with a radius of 186 feet, the distance of 122.19 feet, which arc is subtended by a chord bearing south $21^{\circ} 12' 30''$ west, 120 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighth day of December, in the year 1916, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening and grading of said Sequoia avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto. And the said Commissioners are hereby directed, in pursuance of Section 175-A of the Revised Charter, to assess upon the property benefited thereby the entire cost and expenses of the opening hereby directed.

Approved April 9, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 242.

An ordinance to condemn, open, widen and grade Garrison Lane, from Edmondson Avenue to Baltimore Street, in accordance with a Plat thereof filed in the Office of the Commissioners for Opening Streets on the 22nd day of December, 1916, and now on file in said Office; and to change the name thereof to Garrison Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn, open, widen and grade Garrison Lane, from its present width of thirty-three feet to a proposed width of seventy-five feet, from Edmondson avenue to Baltimore street, said lane when widened to be called Garrison avenue, and the land hereby proposed to be condemned being described as follows:

Beginning for the same at a point on the southernmost side of Edmondson avenue, as now laid out, distant 13 feet westerly from the southwesternmost corner of said Edmondson avenue and Garrison lane, 33 feet wide, as now laid out; co-ordinates of said point of beginning, based upon the system used by the City of Baltimore Topographical Survey Commission, being west 13,490.78 feet and south 1160.73 feet; and running thence south $27^{\circ} 03' 02''$ east 1533.77 feet to a stone on the present southwesternmost side of Garrison lane; thence binding on the said southwesternmost side of Garrison lane the two following courses and distances, namely: south $26^{\circ} 50'$ east 135.12 feet and south $28^{\circ} 30' 17''$ east 251.5 feet, thence leaving said southwesternmost side of Garrison lane south $18^{\circ} 53' 06''$ east 251.34 feet to meet a line drawn parallel to and distant 42 feet southwesterly, measured

at right angles from the southwesternmost side of Garrison lane; thence, reversing said line so drawn and binding thereon south $28^{\circ} 30' 17''$ east 520.45 feet to the northernmost side of Baltimore street as now opened 80 feet wide; thence, binding on said northernmost side of Baltimore street north $87^{\circ} 14'$ east 46.52 feet to the said southwesternmost side of Garrison lane; thence, south $82^{\circ} 37' 26''$ east 40.75 feet to the northeasternmost corner of said Garrison lane and Baltimore street, 66 feet wide, as now opened; thence, binding on the said northeasternmost side of Garrison lane, north $28^{\circ} 30' 17''$ west 558.27 feet to meet a line drawn parallel to and distant 75 feet northeasterly, measured at right angles from the fourth line of this description; thence, reversing said line so drawn, and binding thereon, and on lines drawn parallel to and distant 75 feet northeasterly, measured at right angles from the third, second and first lines of this description, respectively, as follows: north $18^{\circ} 53' 06''$ west 251.34 feet; north $28^{\circ} 30' 17''$ west 256.72 feet; north $26^{\circ} 50'$ west 134.17 feet and north $27^{\circ} 03' 02''$ west 1499.91 feet to the said southernmost side of Edmondson avenue; thence, binding on the said southernmost side of Edmondson avenue, south $87^{\circ} 20'$ west, 82.34 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the 22nd day of

December, in the year 1916, and is now on file in said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening, widening and grading of said Garrison lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898, (commonly known as the new Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto. And the said Commissioners are hereby directed, in pursuance of Section 175-A of the Revised Charter, to assess upon the property benefited thereby the entire cost and expenses of the opening hereby directed.

Approved April 9, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 243.

An ordinance to add a new Section to Article 41 of the Baltimore City Code of 1916, Title "Water," Subtitle "Licenses," to follow Section 76 and to be designated 76-A.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That a new Sec-

tion be and the same is hereby added to Article 41 of the Baltimore City Code of 1906, title "Water," sub-title "Licenses," to follow Section 76 and to be designated 76-A, and to read as follows:

76-A. Any vehicle mentioned in Section 76, which is used upon the streets of Baltimore City upon more than one day per week, on an average, for a period of more than three months in any one year, shall be considered as "commonly used or employed," in the city, within the meaning of said Section 76.

Approved April 9, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 244.

An ordinance granting to the Baltimore Dry Docks and Shipbuilding Company the right to build and maintain a Pier twenty feet by four hundred and twenty-feet into the Waters of the North Branch of the Patapsco River.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the right is hereby granted to the Baltimore Dry Docks and Shipbuilding Company to construct a pier of timber, supported by timber piling, between the dry docks and the existing timber pier, into the waters of the Patapsco river in front of the property of said Company situate on the south side of the inner harbor, east of Cross street, the location of the new construction being described as follows:

Beginning at the corner formed by the Bulkhead that extends southward from the

south bulkhead wall of the dry dock and the bulkhead that extends in an easterly and westerly direction and which is located about 60 feet north of the north side of the existing timber pier, and running thence in an easterly direction into the waters of the harbor and parallel to the direction of the said timber pier and about 60 feet removed therefrom, a distance of 420 feet, more or less, to a point; thence in a northerly direction, normal to above described line, a distance of 20 feet, more or less, to a point; thence in a westerly direction, parallel to the first described line, a distance of 420 feet, more or less, to a point in the face line of the bulkhead first mentioned above; thence in a southerly direction, along the face of said bulkhead, a distance of 20 feet to the place of beginning.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate in the public interest, the exercise of the right herein granted, and said right shall be exercised, executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years and with the further right to said grantee, at a fair re-valuation, including in such re-valuation the value derived from such right, to renewals not exceeding in the aggregate twenty-five years, and that, upon the termination of said right herein granted, there shall be a fair valuation of the plant and property of the

said grantee to be constructed by virtue of this ordinance which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation, the said valuation to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said re-valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by said grantee, its successors or assigns, who in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and a decision of a majority of said arbitrators shall be final and binding as to the re-valuation or valuation aforesaid; provided that if said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control, in respect to all matters connected with the grant herein contained, and not inconsistent with the terms thereof: and that, in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises or rights are hereby granted, said franchises or rights shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That in consideration of the permit to construct the said pier or wharf, and as a condition upon

which said permit is granted, the said grantee shall pay to the Mayor and City Council of Baltimore within ten days after the passage of this ordinance the sum of Forty-two dollars (\$42.00), being at the rate of one-half of one per cent per square foot, and a like sum annually during the term of the grant hereby made.

SECTION 5. *And be it further ordained,* That the pier or wharf hereby authorized to be constructed and maintained shall be constructed under the supervision and to the entire satisfaction of the Harbor Board of Baltimore City, the reasonable charges and expenses of the inspection of said work by the city, and also the reasonable charges and expenses of inspecting said pier or wharf, from time to time, after the same shall have been constructed, to be paid by the grantee hereunder.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

Approved April 10, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 245.

An ordinance granting permission to Mrs. Fannie P. Marburger, to cover the open porch in the rear of 642 W. North Ave. with an iron roof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that permission be and the same is hereby granted to Mrs. Fannie P. Marburger, to cover the open porch in the rear of 642 W. North Avenue with an iron roof, the size of the porch being 8 feet by 14 feet. Said roof to be erected under the supervision of the Inspector of Buildings of Baltimore City and in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, that this ordinance shall take effect from the date of its passage.

Approved April 14, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 246.

An ordinance to change the name of Garrison Avenue, between Clifton Avenue and the Northern City Limits, to the name of Garrison Boulevard.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, that the name of Garrison avenue between Clifton avenue and the Northern City Limits, be and the same is hereby changed to the name of Garrison Boulevard.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved April 16, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 247.

An ordinance providing for the employment by the Board of Fire Commissioners of Baltimore City of Ten (10) Probationers and Twenty (20) Substitutes, and Repealing all Ordinances inconsistent herewith.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That in lieu of the ten (10) probationers authorized by Ordinance No. 97 of May 25, 1896, and the ten (10) additional probationers authorized by Ordinance No. 74 of September 30, 1897, the Board of Fire Commissioners of Baltimore City be and they are hereby authorized to appoint ten (10) probationers at \$50 per month each, and twenty (20) substitutes at \$25 per month each, the substitutes to be required to be on duty at least thirty (30) nights from 8 P. M. to 6 A. M., before being eligible to appointment as probationers.

SECTION 2. *And be it further ordained,* That said Ordinance No. 97 of May 25, 1896, and said Ordinance No. 74 of September 30, 1897, be and they are hereby repealed.

Approved April 16, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 248.

An ordinance ratifying and approving the agreement entered into by the Mayor of Baltimore and the Board of Estimates of Baltimore City, on behalf of the City of Baltimore, with The Dime Line Steamboat Company, dated February 15, 1917, in reference to the Broadway and Locust Point Ferry, and granting a franchise for the operation thereof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that the said Mayor and City Council of Baltimore does hereby ratify and approve the following agreement which was entered into by the Mayor of Baltimore and the Board of Estimates of Baltimore City, on behalf of the Mayor and City Council of Baltimore, with the Dime Line Steamboat Company, subject to ratification by ordinance:

This agreement, made this 15th day of February, in the year nineteen hundred and seventeen, between the Mayor and City Council of Baltimore, party of the first part, and the Dime Line Steamboat Company, a corporation of the State of Delaware, party of the second part.

Witnesseth that the party of the first part hereby agrees to grant and transfer to the party of the second part, for the terms and upon the conditions and subject to the limitations hereinafter expressed, all the property, rights and privileges connected with the Broadway and Locust Point Ferry hereinafter specified, in consideration of the payment of the sum of Fourteen Thousand dollars (\$14,000.00), to be paid by the party of the second part to the party of the first part upon the delivery of the deed or other conveyance of the said property and rights and privileges, and the further consideration of the obligation herein assumed by the

party of the second part to maintain the service and schedules hereinafter provided for. The party of the second part, upon receiving a transfer of the property, rights and privileges hereinafter specified, agrees to promptly provide sufficient equipment and force to maintain a first-class, suitable ferry for passengers and vehicles and to maintain a ten-minute schedule between lower Broadway and Locust Point from 5:50 A. M. to 9 A. M., and from 4 P. M. to 6:40 P. M., and to maintain a fifteen-minute schedule between said points from 9 A. M. to 4:00 P. M.; and will also maintain a schedule satisfactory to the Board of Estimates between some landing place at Fort McHenry and some landing place at Canton, said landing places to be selected with the approval of the Board of Estimates of Baltimore City. And in consideration of the said sum of money and of the maintenance of the schedules herein agreed upon, and so long as said schedules shall be maintained, the Mayor and City Council of Baltimore hereby grants, assigns and transfers to the said Dime Line Steamboat Company:

1. The two ferry-boats, called and known as S. W. Smith and T. H. Tagart, together with all the present furniture, equipment and paraphernalia upon said ferry-boats, same to become the absolute property of the said party of the second part.

2. The exclusive right to conduct a ferry service, for twenty-five years, between any point on the Broadway and Canton side of the harbor and any point on the Locust Point and Fort McHenry side of the harbor, so far as the same may be dependent upon any action by the City, that is to say, so long as the schedules and satis-

factory service are maintained by the party of the second part, the City will not grant to any other party the use of any landings controlled by the City, or any right to conduct a ferry service in competition with the ferry service hereby provided.

3. The right, for twenty-five years, provided the schedules herein agreed upon are maintained, to use the existing pier at Fort McHenry and also a landing to be constructed by the party of the second part at the foot of Linwood Avenue, as landing places for the ferry service between Canton and Fort McHenry, and to use, for the same length of time and upon the same conditions, the landing places heretofore used by the ferry service at the foot of Broadway and at the foot of Haubert Street at Locust Point, provided that the grantee is to maintain all of said landing places and make such repairs or additions thereto as may be necessary for the use of the same for the purposes of the ferry service, and provided further that if the said party of the second part shall fail to maintain a satisfactory service and to maintain the schedules herein agreed upon, then it shall forfeit all rights hereby granted to make the landing places and to conduct the ferry business herein provided for, and all other rights, privileges and property which it shall have received under this contract.

4. It is distinctly understood and agreed that the maintenance of a satisfactory ferry service between Broadway and Locust Point and between Canton, in Baltimore City, and Fort McHenry, is the essential and important consideration to the City for transferring the property and granting the rights and privileges

herein granted, and that the extent of the grant is to be limited to the continuance of such satisfactory service and of the schedules hereinabove agreed upon, and that all rights and privileges hereby granted shall cease and determine and revert to the Mayor and City Council of Baltimore in the event that the grantee shall fail to provide and maintain satisfactory ferry service between the points mentioned and upon the schedules hereinabove agreed to, and that, in that event, the party of the second part will return to the City all of the physical property which it may have received from the City under this agreement, in as good condition as when received, reasonable wear and tear and damage from causes beyond the control of the party of the second part excepted.

It is further agreed that the Board of Estimates of Baltimore City shall be the judge of the question whether or not the service maintained is satisfactory.

5. It is further agreed that this agreement is entered into on the part of the City by the Mayor of Baltimore and the Board of Estimates of Baltimore City, subject to ratification by the Mayor and City Council of Baltimore by ordinance.

Witness the signature of the Mayor and City Council of Baltimore by the hand of James H. Preston, Mayor, and the corporate seal of the City hereunto affixed, duly attested by the City Register, and the signature of the Dime Line Steamboat Company, a corporation of the State of Delaware, by the hand of James F. White, its President, and its corporate seal hereunto affixed, duly attested by its Secretary, the day and year first above written.

Mayor and City Council of Baltimore,

By James H. Preston,

Test.

Mayor.

S. S. Field.

Attest:

(Seal of the City
of Baltimore)

Isaac L. Newman,

Deputy City Register.

Dime Line Steamboat Company,

Test:

By James F. White,

S. E. Pentz.

President.

Attest:

(Dime Line Steam-
boat Company Seal)

Julius O. Ziegfeld,

Secretary.

Approved:

Board of Estimates of Baltimore City,

By John Hubert,

President.

Approved as to form and legal sufficiency:

S. S. Field,

City Solicitor.

SECTION 2. *And be it further ordained that,* upon the payment of the consideration mentioned in said Agreement, and upon performance of the conditions and stipulations therein mentioned on the part of the party of the second part, the Mayor and City Council of Baltimore hereby grants to the Dime Line Steamboat Company the rights and franchises mentioned and specified in said agreement, upon the terms and subject to the conditions and limitations therein expressed.

SECTION 3. *And be it further ordained that,* upon the payment of the consideration mentioned in said Agreement, the Mayor is hereby authorized to execute and deliver to the Dime Line Steamboat Company and cause the corporate Seal of the City to be affixed thereto, a deed or other conveyance of the property, rights and privileges, as provided in said Agreement.

Approved April 18, 1917.

JAMES H. PRESTON, *Mayor.*

NO. 249.

An ordinance permitting and authorizing Richard R. Hackett to enlarge the Summer Kitchen on the rear of the premises No. 2261 W. Baltimore St., in the City of Baltimore, and to erect an Open Porch on east side of same and both to be erected under the supervision of the Inspector of Buildings.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Richard R. Hackett to enlarge the summer kitchen on the rear of the premises No. 2261 W. Baltimore St., said extension to extend 2' 6" to the east of the present summer kitchen and to erect an open porch on the east side of said extension, same to be kept 18" from the party line, the said extension to be 2' 6" wide and 9' high, and the same depth from the rear of brick wall as the present summer kitchen and becoming a part thereof. The said open porch to extend east from the new addition to summer kitchen, which will be about 3' 6" and to extend out from rear of brick building the same distance as summer kitchen, which is 6', and both to be erected under

the supervision and approval of the Inspector of Buildings and in accordance with the requirements of the existing laws and ordinances.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 30, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 250.

An ordinance granting permission to Dr. C. Dove Sadler, to erect a Second Story Rear Porch to extend and project twelve feet from the rear wall of the premises #36 East Twenty Fifth Street Baltimore, Maryland. Porch to be supported on 6"x6" Ga. Post resting on 12" concrete piers to be approved by the Building Department.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that permission be, and the same hereby granted to Dr. C. Dove Sadler to construct and erect a second story rear porch to extend and project twelve feet from the rear wall of the premises located at #36 East 25th street, and to be fourteen feet wide and nine feet high, supported on 6"x6" Ga. post resting on 12" concrete piers to be approved by the Building Department. Said porch to be roofed over with tin, providing that said porch shall be in all other respects constructed in accordance with the requirements of the existing laws and ordinances; and under the supervision of the Inspector of Buildings of Baltimore City.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved April 30, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 251.

An ordinance changing the name of Guilford Avenue, between University Parkway and Southway, to Guilford Terrace.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Guilford avenue, between University Parkway and Southway, be and the same is hereby changed to Guilford Terrace.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved May 8, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 252.

An ordinance to condemn and close a portion of McComas Street, now in process of Condemnation and Opening, under Ordinance No. 508, approved July 10th, 1914, having a width varying from 60 feet to 80 feet, which part to be closed extends from the West outline of the property of the Page Engineering Company to the South side of Fort Avenue, together with certain Lands, Improvements and Riparian Rights lying South of said street, in accordance with a Plat thereof filed in the Office of the Commissioners for Opening Streets, on the 28th day of October, 1916, and now on file in said Office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Com-

missioners for Opening Streets be, and they are hereby authorized and directed to condemn and close McComas street, with a width varying from 60 feet to 80 feet, from the west outline of the property of the Page Engineering Company to the south side of Fort avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same on the northeasternmost side of McComas street, now in process of condemnation and opening, under Ordinance No. 508, approved July 10, 1914, where it is intersected by the line of the northwesternmost outline of the tract of land belonging to the Page Engineering Company, said tract being designated by the letters LL on Plat A for said condemnation, and running thence, binding on the lines of said McComas street, the two following courses and distances, south seventy-four degrees, twenty-nine minutes, seven seconds, ($74^{\circ} 29' 07''$) east two thousand nine hundred and seventy-five and eighty-four one-hundredths feet ($2975.84'$) and north twenty-four degrees, thirteen minutes, thirty seconds ($24^{\circ} 13' 30''$) east eight hundred and ten and thirty-three one-hundredths feet ($810.33'$) to the south westernmost side of Fort avenue, thence binding on the southwesternmost side of Fort avenue, south sixty-five degrees, forty-four minutes, thirty seconds, ($65^{\circ} 44' 30''$) east sixty feet ($60'$) to the southeasternmost side of said McComas street, thence binding on the lines of said McComas street, the two following courses and distances, south twenty-four degrees, thirteen minutes, thirty seconds, ($24^{\circ} 13' 30''$) west eight hundred and eighty-two and three one-hundredths feet ($882.03'$) and north seventy-

four degrees, twenty-nine minutes, seven seconds, ($74^{\circ} 29' 07''$), west three thousand and thirty-six and fifty-four one-hundredths feet ($3036.54'$) to said northwesternmost outline of the tract belonging to the Page Engineering Company, and thence binding on said northwesternmost outline, northeasterly eighty and ninety-four one-hundredths feet ($80.94'$) to the place of beginning.

The courses in the above description are referred to the true meridian of the City of Baltimore Topographical Survey Commission.

Also all the lands, improvements and riparian rights of any kind lying south of the south line of said street as hereinabove described, situated southeasterly from the northwesternmost outline of the Page Engineering Company, which were proposed to be acquired under said Ordinance No. 508, approved July 10, 1914.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 28th day of October, 1916, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of said McComas street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Mary-

land of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 253.

An ordinance to condemn, open and widen Fort Avenue between the line of the northwest side of McComas Street and McComas Street produced, and the property of Fort McHenry in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the Second day of October, 1916, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and widen Fort avenue from the width of 232.5 feet to a proposed width of 252.5 feet between the line of the northwest side of McComas street and McComas street produced, and the property of Fort McHenry, the land hereby directed to be condemned for said avenue being described in two parcels as follows:

Beginning for the first parcel at the point of intersection of the northeasternmost side of Fort avenue in process of widening to a width of 232.5 feet under Ordinance No. 93, approved

March 6th, 1916, and the line produced northeasterly of the northwesternmost side of McComas street, as described in Ordinance No. 508, approved July 10th, 1914; and running thence binding on said line so produced north $24^{\circ}-13'-30''$ east 10 feet to meet a line drawn parallel to and distant 10 feet northeasterly measured at right angles from the said northeastermost side of Fort avenue, in process of widening; thence binding on said line so drawn south $65^{\circ}-44'-30''$ east 188.96 feet to the northwesternmost outline of the land known as Fort McHenry; thence binding on said outline south $24^{\circ}-15'-30''$ west 10 feet to the said northeasternmost side of Fort avenue, in process of widening; thence binding on the said northeasternmost side of Fort avenue north $65^{\circ}-44'-30''$ west 188.96 feet to the place of beginning.

Beginning for the second parcel at the point of intersection of the southwesternmost side of Fort Avenue in process of widening to a width of 232.5 feet under Ordinance No. 93, approved March 6th, 1916, and the line of the northwesternmost side of McComas street as described in Ordinance No. 508, approved July 10th, 1914; and running thence binding on said southwesternmost side of Fort avenue in process of widening south $65^{\circ}-44'-30''$ east 130.29 feet to the northwesternmost outline of the land known as Fort McHenry; thence binding on said outline south $24^{\circ}-15'-30''$ west 10 feet to meet a line drawn parallel to and distant 10 feet southwesterly measured at right angles from the said southwesternmost side of Fort avenue in process of widening; thence binding on said line so drawn north $65^{\circ}-44'-30''$ west 130.29 feet to the said northwesternmost side of McComas street;

and thence binding on the northwesternmost side of McComas street north $24^{\circ}-13'-30''$ east 10 feet to the place of beginning.

The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission, the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on second day of October in the year 1916, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation, opening and widening of said Fort avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1917.

JAMES H. PRESTON, *Mayor*.

NO. 13.

A Resolution directing the decoration of building known as Peale's Museum, Holliday Street, near Lexington, on June 16th and 17, in commemoration of the exhibition of the first illuminating gas and the organization of the first Gas Light Corporation of the United States.

WHEREAS, one hundred years ago the Mayor and City Council of Baltimore passed an ordinance which resulted in the organization of the first Gas Light Corporation of the United States; and,

WHEREAS, plans are now being perfected with a view of appropriately celebrating this event—The American Gas Centenary—June 16th and 17th, next; and,

WHEREAS, the building formerly known as Peale's Museum, Holliday Street near Lexington, in which the first public exhibition of illuminating gas was given, is now owned by the City and occupied by City Departments; *Therefore,*

Be it resolved by the Mayor and City Council of Baltimore that the Administrative officers of the City be, and the same are hereby requested to have said building decorated, June 16th and 17th, in commemoration of the event referred to; and,

Be it further resolved that, because of historic significance of the anniversary, the Public School authorities be and are hereby requested to take cognizance of the same in any way they may deem appropriate.

Approved June 14, 1916.

JAMES H. PRESTON, *Mayor.*

NO. 14.

A Resolution approving an agreement between the Board of Trustees of the McDonogh Educational Fund and Institute and the Jane Bay Home for Boys of Baltimore City.

WHEREAS an agreement bearing date April 28, 1916, has been entered into between the Board of Trustees of the McDonogh Educational Fund and Institute of the one part, and the Jane Bay Home for Boys of Baltimore City of the other part, which agreement is of the tenor following:

Agreement made in duplicate this 28th day of April in the year nineteen hundred and sixteen, between Robert H. Smith, E. Stanley Gary, R. Brent Keyser, John M. T. Finney, Daniel C. Ammidon, J. Arthur Nelson, Thomas H. Fitchett, William W. Russell and Charles H. Carter, constituting the Board of Trustees of the McDonogh Educational Fund and Institute (hereinafter called "the McDonogh Trustees"); and the Jane Bay Home for Boys of Baltimore City, a corporation of Maryland (hereinafter called "the Jane Bay Trustees").

WHEREAS the trusts administered by the respective parties are substantially similar in purpose and can be more efficiently executed by co-operation, as hereinafter set forth; Now therefore the parties hereto, each in consideration of the promises of the other, do agree each with the other, as follows, that is to say:

First. The McDonogh Trustees (subject so far as may be necessary to the action and approval of the Mayor and City Council of Baltimore) will convey to the Jane Bay Trustees, by their corporate name, without cost, a lot of ground containing one acre more or less, at or near the former location of the old house recently destroyed by fire on the land of the McDonogh Trustees at McDonogh in Baltimore County, Maryland. The Jane Bay Trustees will, with all reason-

able speed, cause to be erected on said lot a building suitable for dormitory and educational purposes, costing approximately forty thousand dollars; and will equip the same at a cost of approximately ten thousand dollars. The plans and specifications for the building and equipment shall be subject to the approval of the McDonogh Trustees.

Second. Said building shall be known and identified as "The Jane Bay Home for Boys" and shall be used primarily for the housing of Jane Bay Scholars, as hereinafter mentioned, and for such other purposes, not inconsistent therewith as will promote the common interest of the whole school. The Jane Bay Trustees will from time to time select (subject to the confirmation of the McDonogh Trustees) boys to be educated at the McDonogh School and to be known as the Jane Bay Scholars, who shall in all respects, as to advantages, treatment and government, be members of the McDonogh School and as such entitled to the privileges of the Barnum Fund and of all other available funds, prizes and scholarships.

Third. It is recognized by both parties that the cost to the McDonogh Trustees of educating the Jane Bay Scholars, and consequently the number of such scholars maintainable from the income of the Jane Bay Trustees, must from time to time be the subject of adjustment. It is agreed: (A.) that after setting aside from their annual income the cost of administering the trust and such further sum as may be deemed necessary (but not exceeding one thousand dollars a year) for an emergency fund until three thousand dollars have been accumulated, and after deducting any sums paid for insuring and maintaining their building and equipment (but not including the lighting and heating of the building, which will be done by the McDonogh Trustees), the Jane Bay Trustees will devote the entire balance of their income to the maintenance of Jane Bay Scholars at the McDonogh School. (B.) For the first year, and until changed by mutual consent, the number of scholars to be supported from such in-

come shall be ascertained upon the cost basis per boy of three hundred and thirty dollars per annum, and this amount shall be paid to the McDonogh Trustees semi-annually, accounting from the 31st day of December, 1916. Promptly after the ending of each year, the average cost per boy of the whole school shall be ascertained as accurately as practicable, and the accounts of the parties shall be equitably adjusted accordingly; but in ascertaining such average cost the McDonogh Trustees shall not include their account for construction and repairs; and, as nearly as may be, the number of scholars supported by the Jane Bay Trustees shall be proportioned to their contribution toward the general operating expenses of the whole school.

Fourth. This agreement may be terminated on the first day of July in any year, provided that a year's notice in writing of the intention so to terminate be given by either party to the other; and upon such termination, the value of the building and equipment of the Jane Bay Trustees shall, in default of agreement, be determined by arbitration. Each of the parties shall select an arbitrator, who shall choose the third; and in case of failure so to choose, a third arbitrator shall be appointed by the Chief Judge of the Supreme Bench of Baltimore City. The value ascertained by the majority of the arbitrators shall, within thirty days from their decision (and plus or minus any sum due to either of the parties on adjustment of their accounts), be paid by the McDonogh Trustees to the Jane Bay Trustees,—who will thereupon, by apt corporate conveyance, transfer to the McDonogh Trustees the aforesaid lot, building and equipment.

Fifth. If, during the existence of the agreement, any dispute shall arise over the interpretation or application of any of its terms, such dispute shall be referred for an equitable settlement and adjustment to an umpire selected by the Presidents or Acting Presidents of the respective Boards; and the decision of such umpire shall be final.

Witness the following signatures and seals:

Test:	(Sgd.)	Robt. H. Smith	(Seal)
	"	E. Stanley Gary	(Seal)
	"	R. Brent Keyser	(Seal)
	"	J. M. T. Finney	(Seal)
	"	D. C. Ammidon	(Seal)
	"	J. Arthur Nelson	(Seal)
	"	Thos. H. Fitchett	(Seal)
	"	Wm. W. Russell	(Seal)
	"	Charles H. Carter	(Seal)

Constituting the Board of Trustees of the
McDonogh Educational Fund and
Institute.

Attest by

THE JANE BAY HOME FOR BOYS OF BALTIMORE CITY.

N. B. Scott, President.

Sgd. Howard J. Dugan,
Secretary.

(Seal)

Therefore, be it

Resolved that the approval of the Mayor and City Council of Baltimore be and it is hereby given to the aforesaid agreement; and that a conveyance be executed as therein set forth.

Approved June 27, 1916.

JOHN HUBERT, *Mayor ex officio.*

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TO THE

ORDINANCES AND RESOLUTIONS

OF THE

MAYOR AND CITY COUNCIL OF BALTIMORE

1916-17

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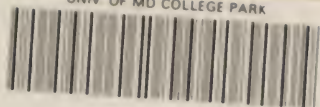
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